

THE WORLD'S ONLY **BUS PRESERVATION** MAGAZINE!

Bus & Coach PRESERVATION

Inside this month:

CUB AT AMBERLEY



SANDTOFT VOLUNTEER



LOW-FLOOR SCANIA
RETURNS TO LEICESTER



TITANS REMEMBERED



Plus the latest news and views
on the bus preservation scene



WEST RIDING PRIVATISED

OLYMPIAN CELEBRATES OPERATOR'S
SECOND INDEPENDENCE



NEWS PLUS

The latest news from the world of bus preservation and beyond.

INDEPENDENT AGAIN

A West Riding Leyland Olympian has been restored in privatisation-era livery. PHILIP LAMB reports.

RETURN JOURNEY: WEST RIDING RECALLED

A look back at West Riding in Caldaire and British Bus days.

STILL IN SERVICE

DAVID JUKES presents a round up of older buses and coaches remaining in front line use as 2016 drew to a close.

GOOD THINGS COME IN SMALL PACKAGES

DAVID JUKES reports the restoration of Southdown 24 (ECD 524), a 1937 Park Royal-bodied Leyland Cub KP22.

AFTER THEY WERE FAMOUS: THE SECRET LIVES OF OLD COACHES

When their coaching days were over, coaches frequently brought a touch of luxury to the non-PSV scene.

A VOLUNTEER AT THE GATHERING

The Trolleybus Museum at Sandtoft held its Annual Gathering 2016 on 30/31 July. DAVID JUKES reports from behind the scenes.

COACHING CLASSICS: TAKING THE HIGH ROAD

A selection of vehicles from the Highland fleet.

A SCANIA RETURNS

SIMON GILL takes a look at an important recent addition to the Leicester Transport Heritage Trust collection.

STEP-PING OUT

Britain's last Leyland Titan in regular service received a fine send-off at a unique event organised by its operator. NICK LARKIN reports.

A TITAN IN LIVERPOOL

Owner JAMES ROWLANDS describes the life and times of his MTL Leyland Titan.

RETURN JOURNEY: TITAN TRIBUTE

A selection of Leyland Titans in their later years

THE MODEL PAGE

A look at Midland Red's C5 coaches with NIGEL APPLEFORD.

OFF ROUTE

The last Leyland Titan to leave service has some reassuring alterations to its interior notices, and NICK LARKIN serves up a big helping of Salford nostalgia!

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

Cover: **West Riding and its sister Yorkshire Buses were subject to a management buyout in 1986, the new ownership naming itself Caldaire Holdings. On page 14 we take a look at a Leyland Olympian restored in the short-lived attractive Caldaire livery.**
PHILIP LAMB

MAIN PICTURE: Blackburn's final livery added yellow to the traditional green and cream to good effect. In this scene recorded in 2005 we see No 14 (H549 GKX), an all-Leyland Olympian new to Armchair, Brentford in 1991 for use on tendered route 65 (Ealing-Kingston). Looking at the bus it is hard to believe it was at the time 14 years old, but as we see elsewhere in this issue, the ECW/Leyland-bodied Leyland Olympian has surpassed even the Bristol VRT in terms of durability and longevity. This remarkable bus survived until last year as a school bus with Transdev, latterly in Harrogate clocking up 25 years continuous service. Awaiting departure alongside is 1994 East Lancs-bodied Volvo B6 No 536 (M536 RCW), now long since permanently departed. Pictures: PHILIP LAMB

BLACKBURN SWANSONG

As a municipal operator, Blackburn had a long history, with neighbouring Darwen, taking over the Blackburn & Over Darwen Tramways Co in 1898. The tramway company, which operated steam trams, had begun in 1881. Motorbuses were introduced as late as 1929 heralding 78 years of municipal bus operation in Blackburn. Since 2007 Transdev has run the local buses in the Lancashire mill town.

Blackburn is one of a number of our towns and cities in which the buses terminated at the railway station. The small, but well laid out bus station there providing the backdrop to countless bus pictures. It's now 10 years since Blackburn left the dwindling number of former municipals remaining in the ownership of the local authority, so here's a small celebration of Blackburn's closing years. All views were taken in the bus station . . .





ABOVE: Seen on the same day Plaxton Pointer 2-bodied Dennis Dart SLF No 657 (V657 HEC) awaits departure for Leyburn Road. Later operators include Diamond, Wessex Connect and Catch22Bus.

BELOW: A visit 10 years previously found then almost new Optare MetroRider 627 (M627 WBV) loading for Huddlesden alongside home-grown Leyland National Greenway 425 (PJT 267R), the owner of the bus in its original form being Hants & Dorset.



YARDLEY WOOD BUS CLUB

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12 Mar Dewsbury Bus
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19 Mar NXWM Historic
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Social Club, Wheelers Lane,
Kings Heath, Free shuttle bus
See top of page for details

25 / 26 Mar Manchester
Transport Museum
9 Apr Brooklands Bus
Museum Open Day
16 / 17 Apr Wythall Museum
Easter Operating Days
30 Apr / 1 May Wythall
Museum Bank Holiday
Running Days

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Subscription Service:

Webscribe Ltd 01442 820580
bcp@webscribe.co.uk

Write to: Bus & Coach Preservation Subscriptions
Department: Unit 4 College Road Business Park,
College Road North, Aston Clinton, HP22 5EZ.

Binders and back issues are available from Webscribe
using the B&CP subscriptions address given above.

Printed by:

Precision Colour Printing Ltd
Haldane, Halesfield 1, Telford, Shropshire. TF7 4QQ.

Distribution by:

Seymour Distribution Ltd
2 Poultry Avenue, London. EC1A 9PP.

Editorial contributions:

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Unit 12, Redland Close,
Alderman's Green Industrial Estate,
Coventry CV2 2NP
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ISSN 1462 1886

A New Season

It was great to see so many of you at both Oxford and Coventry over the New Year. Record attendances at Oxford on 1 January were followed by a turnout on the 2 January which exceeded all expectations. These successes were due in the main to the work behind the scenes at the OBM and the excellent riding opportunities provided. The same can be said for the following day, when the excellent selection of buses and coaches provided by Roger Burdett and others delighted the crowds who came for a cold but bright and exciting day out.

It's difficult these days to actually pinpoint the start of the rally season or even argue with any great confidence that there actually is one. In days gone by, the Cobham Open Day, an event which has grown in stature over many years, was widely accepted to be the curtain-opener, but in recent years other events have sneaked in front, considerably shortening the void between the end of one season and the start of the next. In terms of 2017, we've already been to the Pudsey Collectors' Fair, and are off to a similar event in Staines on 11 February. Our next running day will though be at Swansea on 26 February followed by St Helens on the 5 March and Dewsbury on the 12 March. A couple more indoor events will be followed by the South East Bus Festival, undisputedly a large and enjoyable event, on 1 April. Today's equivalent of the old Cobham Open Day, the London Bus Museum Open Day, is not until the following weekend, and understandably we will by then already be worn out!

We are all, as you can see, looking at another busy year, no decline in the number of events and no measurable decline in the numbers of enthusiasts queuing up to attend them. Most of us, it must be said, just see what happens on the day and that is usually a view only from one side of the fence. In this issue, David Jukes describes in some detail the behind the scenes going on at last year's Sandtoft Gathering. It's a chronology of long hours and hard graft, and, as David points out, most of the volunteers are of a certain age — compared with them, he is a mere youngster!

Many people work, often at considerable personal sacrifice, to bring us events up and down the country every weekend, and as David points out, it is not just the day of the rally for them, it's the days before and after. Many of the tasks that need to be done, here emptying bins and cleaning toilets come to mind, are not great fun, but they need to be done.

Once again over the New Year it came to our attention, and please forgive us for making the point once again, that a very small number of those who attend events during the season will go to any length to avoid paying their way. All events cost serious money to put on, and that small minority seem to expect those who have toiled for hours so that others can have a great day out, to end up putting their hands in their pockets to make up the financial shortfall too — come on chaps, let's make 2017 a great season by doing your bit!

PHILIP LAMB



'Green' RTs on parade at Brooklands 2014. DAVID JUKES

Rydabus to return



This popular event will return on Saturday/Sunday 20/21 May 2017, when a network of free bus services, similar to those seen in and around Ryde in the 1960s, 1970s and 1980s will operated using preserved buses and coaches, many of which are typical of the types used in the area during that period.

The event's RYDABUS title derives from the late-1970s when the National Bus Company undertook its Market Analysis Project (MAP), when each company

reviewed its existing and potential demands and reset local service networks to reflect the results. The outcome of MAP was the introduction of local identities such as RYDABUS, which name was applied to buses, bus stops, timetables and publicity throughout the Ryde area.

Ryde has, for many years, been the 'gateway to the Island', being the main port for ferry services from Portsmouth & Southsea as far back as the early 19th century. Ryde Pier Gates, Ryde Esplanade

and, since 1974, Ryde bus station, have been major terminus points for motor omnibus services since they started operating on the Island in the early 20th century.

From 1929, the main bus operator on the Isle of Wight has been the Southern Vectis Omnibus Company, whose name combines the initial interests of the Southern Railway and the Roman name for the Island. However, Ryde was also the last stronghold of a long-lived stage-carriage route between Ryde and Seaview operated by local independent Seaview Services.

Vehicles originating with Southern Vectis will predominate in free passenger carrying service throughout the event weekend. However, an example of a former Seaview Services bus is displayed at the Isle of Wight Bus & Coach Museum and another is expected to be in service.

Refreshment and other usual facilities will be available at the Museum. Further details will be available on the Bus Museum website: www.iwbusmuseum.org.uk



New route, old bus

On Saturday 31 December, Stagecoach inaugurated new service 715 (Guildford–Kingston-upon-Thames, via Ripley, Cobham and Esher), operated on behalf of Surrey County Council.

To mark the start of the new service, some journeys on the first day were operated by AEC Routemaster RMCI461 (461 CLT), which was delivered to London Transport in August 1962 and which operated former Green Line route 715.

RMCs featured modified suspension and interiors to allow a longer range and more comfortable running. They were also fitted with fewer seats than their red counterparts for extra legroom, using deeper cushions for comfort and an electrically operated rear door.

Said Stagecoach South Managing Director Edward Hodgson: 'We are grateful to London Bus Museum at Brooklands for providing their Routemaster coach for our

launch day. It is important to be proud of our heritage. A very large number of our customers have never been on a bus where a conductor comes around and hands you a ticket, but that is what buses were like and it shows passengers how things used to be and just how much bus travel has evolved.' The new service 715 replaces for the most part, the former Abellio service 515. On Mondays–Saturdays an improved travel opportunity is offered between Guildford and Kingston, with a more direct route and a timetable which offers improved frequency.'



Yelloway Plaque



On Saturday 26 November last, a plaque was unveiled in the entrance to Rochdale Council's new Offices and Library, built on the Weir Street site beside the river Roch, from which Yelloway Motor Services operated from 1927 until closure in 1988. The original complex comprised offices, a coach station and workshops.

A gathering of former employees and Yelloway enthusiasts, including the owners of restored Yelloway CDK 172L and Yelloway museum coach NNC 855P, saw the plaque unveiled by Joy Parker, daughter of Hubert Allen, Managing Director of Yelloway from 1965 until his retirement in 1985.

The plaque acknowledges the contribution of Yelloway Motor Services to the history of coach transport and holiday travel, as well as employment, being one of the largest independent coach operators in the UK, with a fleet peaking at around 60 coaches. Report and pictures: PAUL BLACKBURN



Victoria Coach Station 85th Anniversary

From Friday 10 to Sunday 12 March 2017, Victoria Coach Station will be celebrating its 85th birthday with a three-day coach festival.

Featuring vehicles from every decade since the grand opening on 10 March 1932, the festival will showcase coaches, artefacts and presentations on the history of coach travel in Britain. There will be stands from current operators, as well as a number of competitions raising money for Transport for London's chosen charity, The Transport Benevolent Fund. The most modern coaches will also be on display and available for inspection and boarding, alongside preserved vehicles dating from the late 1920s to the 1990s.

The coach station, originally conceived, constructed and operated by a consortium of coach operators coming together under the banner of London Coastal Coaches Ltd, is now owned and operated by Transport for London. TfL is keen to celebrate the history of the coach station and also to demonstrate the continuing development of the facilities within to meet the needs of the much larger and complex vehicles now using VCS and the people who travel within them. The imposing 1930s Art Deco building on the corner of Buckingham Palace Road and Elizabeth Street is still at the heart of the

operation providing the main passenger entrance with areas containing public facilities for enquiries and booking, seated waiting areas and a range of cafes, shops and snack bars. This building and the canopy behind covering a significant part of the coach departure area are Grade 2 listed by Historic England.

The Thames Valley & Great Western Omnibus Trust is assisting TfL in organising the event by encouraging the owners of preserved coaches to bring their vehicles to this iconic and nostalgic setting to celebrate its 85th anniversary. Whether your coach was originally operated by one of the principal express coach companies

or possibly 'on-hire' to one of these companies at peak holiday weekends, you can download an entry form at: www.tvagwot.org.uk. Forms may be submitted to TV&GWOT by post or e-mail to the addresses given on the form.

Vehicles on display will be parked in Lanes 1-4 which are at the eastern end of the coach departure area and nearest to the main passenger entrance and facilities. The display area will be cordoned off from the operational area to allow free circulation of the public around the preserved coaches.

Further information may be obtained from: colinbillington@tvagwot.org.uk.



Rare Bedford OB seeks new owner

1947 Bedford OB FFS 867, originally bodied and operated by SMT was, along with a number of others, re-bodied in 1953 by Burlingham with a full-front 'Baby Seagull' body rejoining the SMT fleet as C167. Passing to Highland Omnibus in 1961 and then to O'Brian, Kinbrace at an unknown date, it was finally withdrawn in December 1972.

Passing into preservation with Tom Forsyth of Carluke in 1986, restoration

work was carried out and the coach rallied until the late-1990s. It has been off the road in store since 2001 and is now being offered for sale by owner Tom Forsyth (Tel: 01698 381227).

This is one of only two surviving full-front Burlingham 'Baby Seagull'-bodied OBs, the other, FFS 871, is currently under restoration in Lincolnshire having seen out its days on the Isle of Skye as a caravan. Report: JOHN WAKEFIELD



Picture: RONNIE CAMERON

Myall's Marshall Dart SLF R404 XFL goes back on the road

Having been off the road for some time, Myall's of Bassingbourn's ex-Papworth Hospital 1997 Marshall-bodied Dennis Dart SLF R404 XFL, will be back in 2017. The Dart passed to Myall in April 2006 and was up-seated to carry 39 passengers from its 23-seat plus wheelchair configuration. Being low-floor and DIPTAC compliant, it is still fit for use on stage-carriage work. It is now a rare survivor with a Marshall body. Report and picture: JOHN WAKEFIELD



Tube Strike buses

Monday 9 January saw a number of heritage vehicles back on the road to assist with the London Underground strike,

extra vehicles being deployed on key routes to carry those who rely on the tube network.

RML3 was a surprise guest on the 2 from Marylebone to Brixton! Picture: TOM GRAHAM



South East Bus Festival 2017

Twenty-three vehicles have so far been entered in the seventh South East Bus Festival to be held at the Kent County Showground, Detling near Maidstone.

The 2016 festival attracted 126 entries, and it is hoped that a similar number will attend this April for what has become an established opener to the main rally season. The bus festival, to be held on Saturday 1 April, will form part of the Heritage Transport Show that amasses around 600 cars, commercials, tractors and motorbikes, ensuring great variety for people with a wide range of interest in road transport.

Co-organiser Richard Lewis said: 'We're delighted that entries have been coming in at such an early stage. This shows how keen some of the event's supporters are to be first on the list and we usually find that the pace of entries builds up significantly once the Christmas and New Year break

is out of the way. Last year we had 126 entries on the day, 70 of which had not attended previous events, and it would be great if we can surpass that number this time. We normally get a very wide range of chassis and body types, liveries and ages of vehicles to appeal to enthusiasts who have very varied interests within our hobby.

'As well as a fine array of preserved buses and coaches, which range from the 1930s through to the start of the current millennium, we like to encourage local operators to display vehicles from their operational fleets to give a contrast, and to show how bus and coach travel has evolved from simple beginnings to the more sophisticated vehicles of today.'

As well as the vehicles that form the basis of the bus festival, the event's other popular features will again give plenty of variety for visitors, including the five-minute-frequency free bus service around

the showground that normally deploys around 40 of the vehicles entered, plus lots of sales stands and model displays inside the huge exhibition hall, talks by guest speakers, slide shows and the Reunion Tea Room where former East Kent, Maidstone & District and Maidstone Corporation staff can meet up to reminisce over a cup of tea or coffee.

Full details of the event are available on Arriva's website: www.arrivabus.co.uk/southeast-bus-festival. Here you will find a regularly updated list of buses and coaches entered. In addition, the latest news about the event is posted regularly on the event's Facebook page: www.facebook.com/southeastbusfestival. General information about the Heritage Transport Show: www.kentshowground.co.uk/heritage-transport-show



East Kent Lancet has new owner

EFN 584, an East Kent Dennis Lancet III with Park Royal body has been acquired by Catteralls Coaches of Southam, Warwickshire where it will join ex-Western National Bristol RELH6G ECW bodied coach OTA 645G for use on vintage tours & wedding hire.

EFN 584 was new to East Kent in May 1950, later entering preservation with Messrs Adams Dawes & Sharpe in the mid 1970s. Acquired by Ken Thompson of Retford in October 2011, it was restored to class 6 standard, making its debut at the M&D and East Kent Diamond Jubilee Rally at Detling in March 2012. It had since been operating with Vintage Vehicle Hire of Mathersey, Doncaster alongside another East Kent Dennis Lancet, CFN 121, and



Routemaster RML2313 (CUV 313C), which are being retained by VVH.

Report: JOHN WAKEFIELD
Picture: VINTAGE VEHICLE HIRE

RetroBus

On Sunday 19 March Winchester will reverberate with sounds of RetroBus.

RetroBus is a unique event designed specifically for front-entrance buses, built during the 1960s, 1970s and 1980s. This event is a new idea sparked by the success of a previous running day in Winchester—The Rear-Engine Running Day.

The idea of a Front-Entrance Running Day is to provide a range of local town and country services which will call at a number of 'real ale' establishments in and around

the Winchester area. The services will be operated by a variety of vehicles which all share something in common — a door at the front!

The event will be based at Winchester bus station, the first service leaving at 10.00. The last service will depart around 18.00.

Feeder services will be established nearer the time, and a timetable and working diagram will be available on the day. Further details and vehicle entries: hampshirebuses1@yahoo.co.uk



Maudslay coach chassis surfaces in Norfolk

AYH 93, a rare 1934 Maudslay ML3 Magna chassis has surfaced in Norfolk. Supplied new in 1934 with Duple body to Lewis Coaches of Greenwich, AYH 93 passed to Ted Heslop, Hexham by 1977 later moving on to Yorks Coaches of Cogenhoe. Sold at Cheffins Vintage Auction in October 2014 to lorry operator/collector Garry Cooper, Freckenham, it passed to current owner Jonathan Bircham of Fakenham in 2016.

Now for sale, interested parties can contact Jonathan Bircham on 07717 688710.

Report: JOHN WAKEFIELD

Picture: JONATHAN BIRCHAM



Salisbury Spectra Swansong

On Saturday 17 December, Go South Coast held a running day to commemorate the imminent departure of the Optare Spectra from its fleet.

Various Salisbury Reds services were duplicated using three Spectras: 1655/68/81 (R155 NPR, Y168 FEL and HJ52 VFX). Routes over which the Spectras were used included X3 (Bournemouth-Salisbury), 66 (Salisbury-Porton), 44 (Salisbury-Woodfalls Cross), R1 (Salisbury Hospital), PR3 (Wilton Park & Ride), X7R (Salisbury-Romsey and Activ8. Normal fares were charged and souvenir mugs and brochures (sold in aid of Salisbury Stars Appeal) were also available.

Changes in accessibility regulations mean that most of the remaining Spectras in the Wilts & Dorset fleet were due for withdrawal by 31 December. The last Olympian at Salisbury was also due for withdrawal on the same date and reportedly due to head to the USA.



Last Day events for Step-Entrance buses

Saturday 31 December 2016 marked the end of non-DDA compliant buses on normal service. At a number of locations, groups and operators marked the passing of the step-entrance and non-compliant low-floor buses with various running events and special services. Amongst others, running days were held in Chatham/Maidstone by Nu-Venture, in Blackpool (Routemasters), Preston (four Preston Bus Olympians) and in Reading (TadRed Running Day), this last being organised by Morton's Coaches of Basingstoke with profits going to St Michaels (North Hampshire) Hospice.

The pictures show Preston Bus all-Leyland Olympian J112 KCW in Preston, former Preston Bus Lynx G215 KRN, a recent addition to Morton's Heritage Fleet, and 93) Morton's ex-West Yorkshire ECW-bodied Leyland Olympian/ A686 MWX in Mere oak Lane, Reading. The weather was certainly suitably 'seasonal' in both places!



CALUM MACLENNAN



NIGEL APPLEFORD



NIGEL APPLEFORD

Coppenhall Bedford changes hands

Plaxton Supreme IV-bodied Bedford YLQ HLG 360T, new to Coppenhall of Sandbach in September 1978 has recently passed to Vallance Coaches of Kirkby in Ashfield for preservation in its growing heritage fleet.

Having left Coppenhall, HLG 360T passed through the hands of dealers Paul Richmond t/a Central Bus & Coach Sales, Sandbach and Martin Perry t/a Wacton Bus & Coach, before being acquired by Russell Price of Shobden, where it joined his 'Village Green' coach operation. Vallance Coaches has recently sold Bedford YMPS/Plaxton Paramount, B822 GPT, to Ian Shipley of Sunderland.

Report: JOHN WAKEFIELD

Picture: DAVID BEARDMORE



Oxford's New Year First



The Oxford Bus Museum's first New Year's Day vintage bus running event saw 358 visitors defy the pouring rain and enjoy a total of 764 rides on three free bus services in addition to the normal Museum displays. Operating routes to Oxford Parkway railway station, Witney and Woodstock were the Museum's City of Oxford Dennis Loline 304 (304 KFC) featured in *B&CP*, AEC Renown 371 (FWL 371E) and AEC Reliance 756 (756 KFC), plus ex-Oxford Bus Company Volvo B10B 605 (N605 FJO), visiting SN16 OHK, a South Midland-branded Alexander Dennis Enviro 400MMC from the Newbury & District fleet (one of a number acquired new to replace the Noah Vale Olympians) and Grayline of Bicester's MJI 1678, a 1999



Jonckheere Monaco-bodied MAN 24.350 low-floor double-deck coach new as Oxford Tube No 57 (T57 BBW).

In various covered parts of the Museum premises could be

found a number of enthusiast stalls, including the Presbus Publishing stand, from which books, magazines, models and other transport-related items could be purchased. Equally welcome was the supply of hot drinks from the Museum's café.

Elsewhere on site could be viewed current restoration projects including 850 ABK, a Duple Britannia-bodied AEC Reliance new to Don of Southsea and later owned by Chiltern Queens of Woodcote, VER 262L, a Premier Travel Alexander 'Y'-bodied AEC Reliance, and NAC 416F, a Northern Counties-bodied

Leyland Atlantean new to Stratford-upon-Avon Blue Motors passing later to COMS.

This year is the 50th anniversary of vintage bus preservation in Oxfordshire; the acquisition of former City of Oxford AEC Regal III No 703 (NJO 703) in 1967 ultimately led to the current museum-based collection at Long Hanborough. The Oxford Bus Museum is planning a Vintage Transport Festival on Sunday 30 July to celebrate its first 50 years — at least three AEC Regals and an AEC Renown are likely to attend. Report and Pictures: DAVID JUKES





Join us for an extra special running weekend to commemorate the 30th anniversary of Eastern Coach Works' closure. We are planning extensive bus services, both on and off site as well as a road run, for vehicle owners, to the old factory site on the Saturday evening. All ECW bodied vehicles are welcome and entry forms are available from the Museum's website www.eatransportmuseum.co.uk or by emailing eatm.events@gmail.com Vehicle entry must be pre-booked and is of course free, please book early as even our 10 acre site is already starting to fill up for what promises to be a most enjoyable weekend.

East Anglia Transport Museum, Chapel Road, Carlton Colville, Suffolk NR33 8BL

www.eatransportmuseum.co.uk Reg. Charity 268204

Tel: 01502 518459 Email: eatm.events@gmail.com





INDEPENDENT AGAIN

A West Riding Leyland Olympian has been restored in privatisation-era livery. PHILIP LAMB reports.

The combined West Riding/Yorkshire fleets received 111 Leyland Olympians between May 1982 and November 1985. These carried fleet Nos 500-52/60-17 (XWY 475-9X, CWR 505-27Y, EWX 528-37Y, EWW 538-52Y A560-3 KWY, A564-92 NWX, B593-9 SWX, B600-9 UUM, C610-3 ANW and C614-7 ANW). Nos 500-2 were delivered as 475-7, but were quickly renumbered.

OLYMPIAN'S PRESERVED

Two examples are currently part of the Dewsbury Bus Museum member's collection. The first, 577 (A577 NWX), was delivered on 6 July 1984, one of the first to be delivered in West Yorkshire PTE Verona green and buttermilk livery rather than NBC poppy red. It spent most of working life based at Wakefield's Belle Isle depot.

With the advent of deregulation 577 was to receive the new West Riding livery of chevron green and cream, a later repaint into the 50/50 West Riding style followed before finally receiving Arriva aqua marine

and stone for its twilight years in service.

For many years the Olympian was the mainstay of the West Riding fleet until purchasing policy changed and an attempt was made to standardise the whole fleet on single-deck buses by the year 2000.

Therefore, withdrawals of the trusted Olympian began in the mid-1990s. However, all was not lost for the West Riding Olympian, when, in 1998 the fleet was re-branded by Arriva and the busiest route 110 was converted to single-deck operation. Passenger feedback was resoundingly in favour of double-deckers and it was soon realised that

Left: **West Riding 577 (A577 NWX)**, an **Eastern Coachworks-bodied Leyland Olympian**, is one of a number of recent restorations to celebrate the privatisation era when the streets of Britain were enhanced by buses in a variety of colourful liveries. PHILIP LAMB

Right: Since early NBC days, **West Riding and Yorkshire Woollen** had shared a common management. In 1986, a management buyout saw the formation of **Caldaire Holdings** to manage the two operations which shared a common livery style. Whilst, as we have seen, **West Riding** adopted a green-themed livery, **Yorkshire Woollen** (fleetname **Yorkshire Buses**) used its traditional red. Seen here at **Dewsbury** in April 1991 is **Leyland National 2 135 (NAT 202V)** demonstrates both the red version of the livery and its application to single-deckers. No 135 had been new to **East Yorkshire**. PRESBUS ARCHIVE



single-deckers on some routes could not cope with passenger volumes. Thus the Olympian was granted a reprieve and withdrawals slowed to enable new double-deck vehicles to be acquired and placed into service on busy routes.

The second, 612 (C612 ANW), new in September the following year, also spent most of its working life at Belle Isle. When new No 612 was one of a number to enter service in 'Fastaway' red and white livery used on fast links to Leeds. This example, with high back coach-style seats, was together with No 613 was one of the original stalwarts on the X12/X13 (Brierley/

Grimethorpe-Wakefield-Leeds) service.

The final four Olympians Nos 614-7 were also delivered in Fastway Livery, but were intended for use on the White Rose Motorway service and had Leyland TL11 engines rather than the Gardner 6LXBs fitted to the rest of the West Riding/Yorkshire Buses Olympians. Following a serious fire, No 615 was withdrawn and the TL11 from this was transferred to 613 so it could take over the former's White Rose duties, thus leaving No 612 as numerically the last West Riding/Yorkshire Buses Olympian with a Gardner 6LXB engine.

By mid 2007, and after more than 25 years of faithful service, the West Riding Olympians were gone — well almost. No 612 was reinstated at Selby to provide cover for a Plaxton President-bodied Volvo B7TL away following an accident. But as a result of some problems, No 577, which had been stored at Belle Isle following delivery of a batch of DAF Commanders, was recalled to service at Selby to replace No 612.

No 577

Soldiering on as the last of its class, No 577 had not gone un-noticed. Dewsbury Bus Museum member Steve Hurley and Selby driver Ross Peacock approached Arriva about preserving the vehicle. When gearbox trouble reared its head on Friday 7 September 2007, No 577 was finally withdrawn and the last day of West Riding Olympian operation was unceremoniously over, ten months after the penultimate Olympian withdrawal, No 604 (B604 UUM). With the help of Arriva a deal was

struck and 577 passed into preservation with Steve Hurley on 12 September 2007, a replacement gearbox was fitted on 14 September 2007 and No 577 was driven out of Selby depot on 20 September 2007 bound for Keighley Bus Museum.

At Keighley, work on the replacement of the lower-deck bodywork panels was undertaken by Mick Holian, whilst replacement of the front-end panels and rear-end panels and certain windows, which had been scratched by vandals, was undertaken by Steve and Ross

In 2009 Steve moved the vehicle to an alternative location closer to home, where he, Mark Byard and Andy Beever undertook further work including the replacement of the windscreen fibreglass surround followed by the deep cleaning the seat cushions and interior. Then a start was made on preparing the bodywork for painting.

Says Steve: 'I can assure readers that this was a long and arduous task. The key to a good paint job is the preparation work. We put many days work into this, before I was finally able to start painting. The bus received etch primer on any bare metal, followed by two coats of undercoat beneath two coats of gloss.' Transfers providing the finishing touch were applied by Dewsbury Bus Museum member Andy Powell.

By the summer of 2014, No 577 had successfully passed a class 5 MoT and now forms part of the Dewsbury Bus Museum active collection and can be seen on the free shuttle services at its events in addition to supporting other bus events from time to time.





No 612

No 612 was acquired by Arriva driver and Dewsbury Bus Museum member Paul Bennett during December 2007, but following the loss of undercover storage the bus spent a number of years out in the open before returning to the Wakefield area during 2014, when a start was made on the mechanical side with a longer-term

aim to return it to Fastaway Livery. To date the radiator and its mounting have been removed, refurbished and refitted. Currently work on repairing the fuel tanks is underway.

Following an invitation from Arriva Belle Isle, some replacement high-back seats were sourced and the bus now has a full set of the correct spec. Given

continued progress, the bus will, following an internal de soon be ready for an MoT, following which we look forward to its arrival on the rally scene once again in the distinctive red and white Fastaway livery.

B&CP would like to thank Steve Hurley, Paul Bennett, Andy Beever and Mark Byard for their invaluable help with this feature.

Opposite, clockwise from top left:
Tidy interior remains in NBC 'Tango' moquette.

Well laid out controls include a locally applied fleetnumber.

ECW's bodywork for the Olympian proved to be its last double-deck design; there are many similarities with Park Royal's structure. The design was popular enough for Leyland to restart production itself following the closure of the Lowestoft plant. Some examples, with detail differences, were built by both Roe and Optare.

Gardner 6LXB engine.

This page, clockwise from top:
Dewsbury Bus Museum members are preserving two similar ECW-bodied Leyland Olympians. Alongside No 577 is Paul Bennett's 612 (C612 ANW).

No 612 currently remains in as withdrawn condition.

No 612 also sports a Gardener 6LXB.

No 612 has coach seats for use on Fastaway services.

All: PHILIP LAMB



West Riding recalled

West Riding was amalgamated with Yorkshire Woollen under National Bus Company auspices. The two companies plus West Riding's Selby & District spin off remaining together post-privatisation as Caldaire Holdings, then as part of British Bus until its sale to the Cowie Group in 1996. The following year the Cowie Group was rebranded Arriva, and today the two companies trade as Arriva Yorkshire. Here's a look back at Caldaire and British Bus days.



Seen here in Leeds in June 1989, ECW-bodied Leyland Olympian No 593 (B593 SWX), a sister of our featured bus, was new to Selby West Riding in 1984. It ended its days in a Knottingley scrapyard. PRESBUS ARCHIVE



Leyland Lynx 2 No 341 (H341 UWT), new in 1990, displays the revised livery introduced following the British Bus takeover. Like many Lynxes, its skirts and squared-off wheelarches were later modified by Arriva to assist in the repair of accident damage. No 341 was scrapped in 2007. PHILIP LAMB



Whilst Olympians are common in preservation and Lynxes are becoming more evident, it's hard to spot an Optare MetroRider these days, so take a look at West Riding 726 (K726 HUG), a 1993 example. No 726 was later transferred to Arriva North East and was scrapped in 2004. PHILIP LAMB



Free Open Day Sun 12th March 2017

Bus rides linking Hucknall, Linby and Papplewick, Fundraising Stalls, Tombola, refreshments and guided tours of our workshop area.

Nottingham Heritage Vehicles Charity

The Heritage Bus Depot. Portland Road, Hucknall, Notts NG15 7SF 10am - 4pm



Soak up a little transport nostalgia, learn about our aims, and maybe even enlist as a new volunteer. We are working towards developing a centre for restoration excellence in Nottinghamshire, whilst continuing to operate the depot as a working heritage bus garage. Volunteers are gradually restoring the fabric of the art deco bus garage, whilst others work on vehicle projects and background tasks. Want to know more - then come along for a look around ! Please use public transport or the NET tram to visit us. Follow us on FACEBOOK for latest news, events & trips.

enquiries@nottinghamheritagevehicles.co.uk

DAVID JUKES presents a round up of older buses and coaches remaining in front line use as 2016 drew to a close:

ON HOME TURF

A nine-day closure of the railway lines through Fareham station required the provision of rail-replacement bus services between Portsmouth and Eastleigh/Netley. Most served your 'Still in Service' complier's local station at Cosham in mainland Portsmouth, so why go chasing buses when they come to you? Stagecoach South's own buses were augmented by others from the Lucketts of Fareham, Morton's of Little London and Xelabus of Eastleigh fleets. By no means were all the vehicles used 'Still in Service' candidates but here are some that were.

Departing from its Cosham station stop on 22 October 2016 is Xelabus 535 (J19 XEL), a 1997 Alexander RL-bodied Volvo Olympian new to Thames Transit as its No 501 (R501 UWL). Two days later we find Lucketts A19 HLC, a 2000 Alexander ALX400-bodied Volvo B7TL new to London Central as its AVL42 (VI42 LGC), passing the 1935-built Highbury Buildings in Portsmouth Road, Cosham. Loading at the temporary bus stop in Cosham High Street on the same day is Stagecoach South I6227 (P227 VCK), a 1996 Northern Counties Palatine-bodied Volvo Olympian new to Ribble but now resident in the Hants & Surrey borderland. Passing through Portsmouth Road, Cosham, while undertaking driving training duties on 25 October is Stagecoach South 52617 (NFX 667), a 1998 Jonckheere Mistral-bodied Volvo B10M-62 new to Premier Travel Services as its No 457 (S457 BCE). The same day found Stagecoach South I6468 (S168 RET), a 1998 Alexander RL-bodied Volvo Olympian new to East Midland as its No I68, in Portsmouth Road, Cosham. Its advertising is quite apt for the duty being operated — will the film's sequel be 'The Girl on the Rail Replacement Bus'?





The white-based livery carried by Lucketts A16 HLC ensures it stands out from its grey-painted sisters. This bus, a 2000 Plaxton President-bodied Volvo B7TL, was new to London Central as its PVL46 (W446 WGH) and is seen in Portsmouth Road on 29 October. Stagecoach South 16787 (WVT 618), a South West Trains-liveried rail replacement-dedicated Alexander RL-bodied Volvo Olympian new to Greater Manchester South as its No 717 (P717 GND), is seen at an almost identical spot later the same day. Still carrying Magicbus blue on 29 October, nearly two years after its transfer south from Manchester, is Stagecoach South 16799 (P729 GND), a 1996 Alexander RL-bodied Volvo Olympian.

Pictures: DAVID JUKES





SERVICE EXTRAS

Assisting the running of London Buses' route 29 are former London Transport RTW75 (K GK 575), a 1949 all-Leyland Titan 6RT, and RT3933 (LLU 732), a 1950 Park Royal-bodied AEC Regent III 0961RT. Both buses are part of the London Bus Company of Rainham fleet and were seen in Trafalgar Square on 16 September 2016. That same day at least three members of the Ensignbus heritage fleet assisted on route 25 between Stratford and Holborn. Seen outside Churchill House, The Royal College of Anaesthetists, at Red Lion Square is RT4421 (NXP 775), a 1954 Weymann-bodied AEC Regent III 0961RT. Further south in the same road are RTL453 (KLB 648), a 1949 Park Royal-bodied Leyland Titan 7RT and RT3251 (LLU 610), a 1950 Weymann-bodied AEC Regent III 0961RT. Pictures: HUGH JONES





Next month

We hope to be running **'On The Road'** but will otherwise dip into the Still in Service archive for some of those pictures which a lack of space prevented publication at a more appropriate time. It is also an ideal moment to thank all who have submitted pictures for 'Still in Service' to Nick and myself over the past years — without you we would not have been able to compile a comprehensive feature each month.

David Jukes

Please note: that in future we will only be able to accept digital submissions for 'On the Road' which should be sent to David Jukes at: david.n.jukes@btinternet.com (please title e-mails 'On the Road').

FROM WEST TO EAST

This MCW Metrobus Mk2 DR102/27 has swapped the West Midlands for the East Midlands. Sharpes of Nottingham OKZ 7928 was new to West Midlands PTE as its No 2837 (B837 AOP) in 1985 and is seen here, 31 years later, near Bingham on its way to Cropwell Bishop while operating a school contract duty on 14 October 2016. Picture: CALUM MACLENNAN





Restored Park Royal-bodied Leyland Cub, Southdown 24 (ECD 524), is seen at home at Amberley Museum, located within a former chalk quarry. The tunnelled workings behind the Cub featured as Mainstrike Mine in the James Bond film 'A View to a Kill'. DAVID JUKES

Good Things Come in Small Packages

The newest vehicle in the Amberley Museum-based Southdown Omnibus Trust's collection, and its most recent restoration, is former Southdown Motor Services No 24 (ECD 524), a 1937 Park Royal-bodied Leyland Cub KPZ2, as DAVID JUKES reports.

Southdown Motor Services acquired 54 Leyland Cubs between 1933 and 1938. Twenty were fitted with bus bodies for one-man-operated stage carriage services in more rural parts of the company's operating territory, the remainder being fitted with coach bodywork, five of which featured 2+1 seating and folding canvas roofs for coach-cruise work.

SURVIVORS

Two survive in preservation: KPZ1 coach No 4 (CUF 404) and KPZ2 bus No 24 (ECD 524). The latter was sold out of Southdown service in 1954 and was acquired by 'The Barnstormers', an amateur dramatic society based in Barnham, West Sussex. All passenger seats except the benches over the rear wheelarches were removed and the Cub used for transporting the society's scenery until its sale for preservation to Eric Mouser in 1969.

It was acquired the following year by Keith Huxley and Robin Helliars-Symonds for continued preservation; the latter taking full ownership in 1982. A 90% share was bought by Clive Wilkin in November 1984, by which time the Cub

was securely stored at Sherfield English near Romsey in rural Hampshire.

The following year saw a number of Solent-based preservationists move their vehicles into the redundant Hants & Dorset bus garage adjoining Fareham bus station. These were joined by No 24 in 1987 but it was not to remain there for long. 'The formation of People's Provincial required a large capital injection and the bus garage was sold,' recalls Clive Wilkin. 'We were given just two weeks' notice to move out and I made a plea on local radio for alternative accommodation. We took up an offer to use part of an open yard at Titchfield.'

This peripatetic existence led Clive and the late Cliff Burgess to form the Working Omnibus Museum Project (WOMP) with the express aim of purchasing its own premises. 1988 saw WOMP acquire the old coal yard at Medstead & Four Marks station from the Mid-Hants Railway and by Easter 1989 it was ready to receive the vehicles from Titchfield, albeit still stored in the open air.

Other WOMP members were simultaneously working alongside the Portsmouth-based Vintage Transport

Association to restore Portsmouth City Museums' ex-City of Portsmouth Leyland TD2 tower wagon and TD4 open-topper at Broad Street, Old Portsmouth. WOMP took over the building's lease in 1992 and the City of Portsmouth Preserved Transport Depot (CPPTD) came into being; No 24 soon becoming one of the Depot's residents. A separate management team was set up at Medstead, opening a new depot building for 18 vehicles in 2000.

'I was so busy setting up WOMP and CPPTD that I had no time to do anything with the Cub,' explains Clive. 'A lot of the external paint had been stripped, some damaged panels removed and the wiring stripped out before I shared ownership, but it had to be put on the back burner and stored within the Broad Street depot. 'I suffered a heart attack in April 2001 and realised I was not going to restore the Cub myself,' he adds. 'It was obvious to me it should be sent to Amberley, so with Robin's approval we donated the Cub to the Southdown Omnibus Trust; that way they were able to spend what could have been the purchase price on its restoration instead. 'It was the best thing to happen.'

ECD is pictured during its brief spell at the former Hants & Dorset garage at Fareham bus station. Paint has been stripped from the nearside lower panels while the passenger doors and a forward panel have been removed. Alongside is the former East Ham Duple-bodied Bedford OB OHV 65, now restored as Hants & Sussex No 31. JOHN BULMAN





Left: **No 24** arrives at the **Titchfield** storage site after removal from the former **Hants & Dorset** bus garage at **Fareham** bus station.
CLIVE WILKIN

Below left: **CPPTD's** small shed at **Broad Street, Old Portsmouth**, housed **No 24** for a number of years. More paint has been stripped from the window surrounds and roof. **JOHN BULMAN**

Below: **No 24** safely arrives at **Amberley Museum** on **24 September 2002** and is inspected by **Southdown Omnibus Trust** members before being unloaded.
JOHN BULMAN



Below: **No 24's** restored chassis was kept alongside its **Park Royal** bodywork until the two were later reunited.
17 September 2006. DAVID JUKES

Below left: **Amberley Museum's** former **Southdown Storrington** dormy shed made a conveniently sized restoration base for **No 24**. **Park Royal** bodywork and **Leyland Cub** chassis reside on **17 September 2006. DAVID JUKES**



SOUTHDOWN OMNIBUS TRUST

No 24's ownership formally passed to the Southdown Omnibus Trust in December 2001; the Cub moving from Broad Street to Amberley in September 2002, six months before the Broad Street depot's closure.

The Museum's former Southdown dormy shed, previously located at

Storrington, would become the Cub's home for the next decade.

Here it remained untouched for a year or so before restoration work started: 'The body and chassis were separated,' explains Alan Lambert, head of the Bus Group at Amberley Museum and a Southdown Omnibus Trust trustee. 'We wanted to clean the chassis completely and properly





Above: **No 24 is receiving early postwar Southdown bus livery when photographed on 3 June 2012.**

Right: **An interior view of No 24 on 3 June 2012 shows the finished interior surfaces before the seats are installed.**

Far right: **Much remained to be completed at the business end of No 24's interior on 3 June 2012. All: JOHN BULMAN**



repaint it. Removing the bodywork made these tasks easier to do; it is a small bus and we found it relatively easy to jack the body up and pull the chassis out.'

The chassis was duly overhauled and repainted, looking most splendid, before attention turned to the Park Royal bodywork, engine and mechanical units: 'It was almost entirely restored by Vince Peters working on his own although initially he had some help from George Lunkin,' Alan reveals. 'Vince did almost everything including the rewiring, with which he was assisted by Dave Bran.

'Vince replaced quite a lot of rotten woodwork,' he continues. 'The interior was in a bad state with everything looking very tatty; he had to effectively restore it from the floor up. 'Almost all of the metal seat frames had to be made from scratch at Amberley as only the bench seats remained. Vince was a cobbler by trade and was very good at making the seat cushions and backs — they are after all a mix of leather, moquette and stuffing. He produced these in no time because he was good with the leather and could cut it by eye.'

The ceiling's restoration owed much to the techniques used on the Trust's earlier restoration of former Southdown Tilling-Stevens No 1205. Embossed wallpaper was substituted for the original life-expired ceiling panel decoration and the rear dome covered in moquette to match the seating.

'The Cub's moquette was a bit of a mystery,' admits Alan. 'The early-1930s-

standard material had a grey background with maroon flowers. Amberley Bus Group founder Bill Thornycroft referred to it as "purple cabbages" — it was used until about 1933.

'Southdown then switched to brown-based Art Deco moquette, which we thought was used only for a few years, to be followed by the brown/orange

SOUTHDOWN 24 (ECD 524) CHRONOLOGY

1937	Leyland Cub KPZ2 (petrol engine) chassis No 8377 delivered to Park Royal
6 Dec 1937	Delivered to Southdown Motor Services, Brighton Park Royal body No 4987*
14 Jun 1938	Registered
Jun 1938	Entered service as one-man-operated bus
By Nov 1949	Allocated to Portsmouth
Dec 1949	Allocated to Eastbourne
Jun 1954	Withdrawn and placed in store
21 Jul 1954	Sold to 'The Barnstormers' (an Amateur Dramatic Society), Barnham
Apr 1969	Acquired by E. Mouser for preservation
6 Feb 1970	Acquired by K. Huxley and R. Helliar-Symonds for continued preservation
1982	R. Helliar-Symonds sole owner
Nov 1984	Co-owned by C. Wilkin and R Helliar-Symonds. for continued preservation
1987	Stored in redundant Hants & Dorset garage, Fareham. Moved to storage site at Titchfield
Easter 1989	Stored at Medstead & Four Marks station coalyard
Autumn 1992	Stored at City of Portsmouth Preserved Transport Depot, Broad Street, Old Portsmouth
21 Dec 2001	Acquired by Southdown Omnibus Trust, Amberley Museum. Remained in store at CPPTD
24 Sep 2002	Relocated to Amberley Museum
15 Sep 2013	Public debut in fully-restored form at Amberley Museum

*Southdown body No B1157



used without exception until the 1960s,' he continues. 'The Cub appeared to have the Art Deco style on the only remaining original seats over the rear wheelarches, but as we had acquired a large quantity of the later brown/orange moquette this was used instead. Few except the occasional purist will realise it is wrong, but the great thing is Holdsworth's can still make it.'

The finishing touch was also applied by Vince; the early postwar Southdown bus livery of apple green lower panels, cream window surrounds and dark green roof and mudguards. Final varnishing, lining and lettering were carried out by Fraser Clayton and his signwriter Brian Lane.

DEBUT

A static debut was made at the Amberley Bus Show on 15 September 2013 with a plan for the Cub to take part in the following year's Historic Commercial Vehicle Society's London to Brighton run. Unfortunately this plan failed to reach fruition as the Cub gave trouble at the Museum's April 2014 bus show. The diagnosis of fuel starvation was thought cured by the fitting of an electrical fuel pump in place of the original mechanical unit but further problems saw a further new pump and new spark plugs fitted in 2015.

'It has actually done very well in 2016,' states Alan. 'We ran it in service for a whole weekend back in August and it ran very well. We used it at our Bus Show day in September and it again behaved magnificently, except when it overheated a little,' he adds. 'These things happen and you do not worry about it — after all the Cub is 80 years old. The continuing fuel issues prevent us making future plans for

the Cub,' Alan admits. 'We would like to use it in service at the Museum from time to time, not on a regular basis in due consideration for its age, but perhaps on advertised special days. We mainly use two former Southdown Bristols for the regular Museum service, neither of which belongs to the Trust. But both suffered mechanical maladies in early-2016 which forced us to use our own vehicles solidly from February to June. It was far from ideal as we just get problems if we use them too much.'

2017's plans will hopefully see the Cub take part in the HCVS London to Brighton run on 7 May and see the Trust's own vehicles, including the Cub, in service at the Amberley Spring Bus Gathering on 23 April and the Amberley Autumn Bus Show and Running Day on 24 September. Additionally one or more of the Trust's collection is anticipated to augment the Museum bus service on Sundays during the summer school holidays subject to vehicle availability.

Vehicles likely to be used during 2017 include former Southdown No 125, the 1923 Leyland P with 1928 Short Bros bodywork, No 517, a 1927 Short Bros-bodied Dennis 30cwt, No 873, a 1930 all-Leyland Titan TD1, and No 1205, a 1930 Short Bros-bodied Tilling-Stevens B10 A2 Express. Former Worthing Motor Services IB 552, the 1914 Tilling-Stevens TS3 petrol-electric with 1908 Newman bodywork, is considered very fragile and is used only at the spring and Autumn Bus Day events. Awaiting mechanical attention is former Southdown 928, a 1931 Short Bros-bodied Leyland Titan TD1, while former Sunderland No 2, a 1929 all-Leyland LT1, is not in use and Thames Valley Tilling-Stevens B9A No 152 is on active loan to Colin Billington's Thames Valley and Great Western Trust.

No 24 proved most popular at the 2016 Amberley Autumn Bus Show: 'I drove it all day,' concludes Alan, 'and everybody wanted to know where it had come from. They were amazed when told it had been worked on for over ten years at Amberley. It is so easy to drive. I cannot drive the other Trust vehicles in service like I used to, but I drove the Cub all day and came home not the least bit tired. I was amazed!'

Our grateful thanks to Alan Lambert, Robert Smith and Clive Wilkin for their kind assistance

Opposite page:

Top: **No 24 carries a good load as it passes through Amberley Museum on 12 April 2015.**

Centre left: **A rear view of No 24's immaculately restored interior.**

Centre right: **A view of the cab.**

Inset: **Basic instrumentation is fitted to this centrally mounted console. Above is the chrome-finished door operating linkage and circular Park Royal body plate.** DAVID JUKES

Bottom: **ECD proved most popular at the Amberley Museum's Autumn Bus Show on 25 September 2016.** All: DAVID JUKES

THE LEYLAND CUB

Leyland Motors acquired a factory near Kingston-on-Thames from the Sopwith Aviation Company soon after the end of World War I. It was initially used to recondition former Royal Air Force vehicles made surplus by the cessation of hostilities in 1918.

The factory was re-equipped around 1930 to enable production of the Leyland Cub from 1931, a new range of small normal control chassis suitable for passenger or goods use. The Cub was powered by a new six-cylinder 4.4-litre petrol engine developing 60bhp and was offered with 13ft, 14ft and 15ft 6in wheelbases.

Two forward-control passenger models were added in 1932 for the home market, the following year seeing a 4.4-litre direct injection diesel engine introduced.

Basic chassis codes were K (for Kingston) with a P or G suffix (for passenger or goods respectively). Left-hand-drive models received an L prefix and forward control variants an S prefix. Diesel-powered Cubs were identified by an O suffix letter. To these was appended a number relating to the chassis wheelbase: 2 for 14ft, 3 for 15ft 6in, 4 for 13ft and 5 for the later 16ft 3in variant. Available passenger models consisted of the KP2/SKP2/KPO2/SKPO2, KP3/SKP3/KPO3/SKPO3, KP4, and SKP5/SKPO5 variants.

Further improvements made to the range in 1935 included the introduction of 4.7-litre 'Light Six' petrol and diesel engines. A new deeper radiator was fitted and a letter Z added to the type's designation. The O suffix was also soon replaced by the letter A.

The new Cub range now consisted of three passenger models:

KPZ1: Normal control 14ft wheelbase
KPZ2: Normal control 15ft 6in wheelbase
SKPZ2: Forward control 15ft 6in wheelbase

Braking modifications saw the KPZ1 and KPZ2 replaced by the KPZ3 and KPZ4 respectively in 1938. The final conventional Cubs were delivered to Silcox of Pembroke Dock in 1940; production ceasing as a result of World War 2 and was not resumed thereafter (the postwar replacement Comet range was introduced in 1947).

Mention should be made of the rear-engined Cub jointly developed by Leyland and London Transport engineers. Forty-nine examples of the REC model were built between 1938 and 1940 as LT's CR-class. The vertical 4.7-litre engine was rear-mounted for the first time on a production British-built chassis, but it would be another 20 years before Leyland announced another rear-engined single-deck chassis; the 1960 export-only Lion PSR1/I.

SOUTHDOWN LEYLAND CUBS

Identity	New	Model	Body
1/2 (ACD 101/2)*	1933	KP2	Harrington C14F
3-5 (CUF 403-5)*	1936	KPZ1	Harrington C14F
7-9 (DUF 7-9)**	1936	SKPZ2	Park Royal B26R
10-12 (CUF 410-2)†	1936	SKPZ2	Park Royal B26R
13-15 (CUF 313-5)	1936	KP3	Park Royal B26R
16-18 (CUF 516-8)	1936	KPZ2	Park Royal B26R
19-26 (ECD 519-26)	1937	KPZ2	Park Royal B26R
30-35 (CCD 700-5)	1936	KP3	Harrington C20F
36/37 (CUF 436/7)	1936	KPZ2	Harrington C20F
38-54 (DUF 38-54)	1937	KPZ2	Harrington C20F
55-58 (EUF 555-8)	1937	KPZ4	Harrington C20F

* Sun saloons with folding canvas roof and 2+1 seating

† Specially ordered for Hayling Island duties and fitted with relatively lightweight bodywork to enable use over the weight-restricted Langstone Bridge linking the island with the mainland

The secret lives of old coaches



When their coaching days were over, coaches frequently brought a touch of luxury to the non-PSV scene. Whether it was transporting builders or factory workers, boy scouts or school boys or providing transport for a church outing, coaches proved ideal, so here are a selection doing just that, with a mobile shop thrown in for good measure!

Looking very tidy for a contractor's vehicle is Duple Vista-bodied Bedford OB KXW 927. New in 1949 to Viola Motor Coaches, London SE16, the coach, by the time of this undated view, was with 'HAH' — no info as yet as to who or what that was . . .

PRESBUS ARCHIVE

Reportedly still extant, SMT-bodied Bedford OB KHU 28 is seen here in use as a mobile shop with Ludlow Pet Supplies. New in 1947 to Wessex of Bristol, the coach was sold some 10 years later to Mansell David of Pontcymmer, where it remained until 1980, when it passed to mobile shop operator Morris of Cilfrew, near Neath. (Morris' vehicles have featured on these pages before.) In 1982 it was acquired by a Ludlow pet shop ending up in a field, where it languished until 2004 and acquisition by William Staniforth. In 2008 it passed to its last-known owner, a Mr Hawkins of Bridgend.

ROBERT EDWORTHY/
PRESBUS ARCHIVE

From the Welsh Borders we journey north to Scotland where we find former Alexander (Northern) PA207 (CWG 334), a 1950 Burlingham Sun Saloon-bodied Leyland PSI in use with a church group.

PRESBUS ARCHIVE





New in 1951 to Thames Valley as its 609, GBL 873, an ECW-bodied Bristol LWL6B, passed to well-known independent Charlton-on-Otmoor Services before finding a home with the Royal Free Boys' School, Windsor. This style of ECW body was frequently referred to as a 'Queen Mary', rendering the scores of Southdown Leyland PD3s that later followed imposters! This view is dated June 1976. PRESBUS ARCHIVE

When new former Eastern Counties Bristol MW5G LS790 (5790 AH) was fitted as a 32-seat tourer. Later demoted to dual-purpose standard, this once front-line coach found a latter day home with the 24th Doncaster (Mexborough) Scout Group. PRESBUS ARCHIVE



Another well turned-out contractor's vehicle, 5356 NW started out with well-known Leeds coaching concern, Heaps. By the time of this July 1972, however, this 1959 Yeates Europa-bodied Bedford SB3 was carrying workers for Greensitt & Barrett (Contractors) of Newcastle-upon-Tyne. PRESBUS ARCHIVE





Seen with Lookwoods Foods of Liverpool in 1976 is this pair of former Southdown Harrington Crusader-bodied Commer Avenger IVs, which had been new in 1962. They are thought to be 64/8 AUF.
PRESBUS ARCHIVE

One of 15 similar vehicles new to Barton Transport in 1965, Harrington Crusader II-bodied Bedford SB5, formerly 1024 (BVO 24C) is seen here whilst employed by Thornhill Packers, Bakewell. PRESBUS ARCHIVE

By the time of this October 1984 view, the Seventh Bicester Scouts had become the proud owner of Yorkshire Traction 24 (THE 924H), a Plaxton Elite-bodied Leyland Leopard which had been new in 1970.
PRESBUS ARCHIVE



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A volunteer at the Gathering



This line-up of trolleybuses and motorbus displaced from the depot to provide space for Sunday's sale stands was photographed soon after the writer's arrival at Sandtoft. From left to right: Nottingham 466 (GTV 666), a 1945 Brush-bodied Karrier W, St Helens 387 (BDJ 87), a 1951 East Lancs-bodied BUT 9611T, Felix Motors 41 (9629 WU), a 1960 Roe-bodied AEC Reliance 2MU3RV, Rotherham 37 (FET 617), a 1950 Daimler CTE6 with 1956 Roe bodywork, Glasgow TB78 (FYS 839), a 1958 Crossley-bodied BUT 9613T, Maidstone 56 (GKP 511), a 1944 Sunbeam W with 1960 Roe bodywork, Bradford 834 (LHN 784), a 1949 BUT 9611T with 1962 East Lancs bodywork, Cleethorpes 54 (FW 8990), a 1937 Park Royal-bodied AEC 661T, and South Shields 204 (CU 3593), a 1937 Weymann-bodied Karrier E4. DAVID JUKES

The clear majority of event reports published within these pages are based upon our experience of the public admission hours. In short, we see exactly the same things as other visitors. We may occasionally be invited in before opening time if there is something special to see and photograph (usually in conjunction with a forthcoming feature article), for which we are most grateful to those who arrange and allow this. More usually we turn up early to set up the Presbus Publishing sales stand before the admission gates are opened. Timing can be tight, particularly if the weather is being unkind or we are short-handed, but we usually make it, give or take the odd box of books that have still to be laid out.

THE SCENE IS SET

Your writer has made an annual pilgrimage to Sandtoft for the past few years, usually for the Gathering or a significant other event — the 500-mile round trip from my

south coast home deters me from making more than one per year. Those earlier visits gave an inkling of what takes place behind the scenes but this year I was determined to find out a little more.

Graham Bilbé, the Museum's chairman, kindly allowed me to turn up early, lend a hand and provide the *B&CP* readership with an account of the preparations made for this year's Gathering. He did not insist I made as earlier a start as some (himself included); their work began the previous weekend (23/24 July) and continued through the week.

I drove north on Thursday 28 July. It was not one of my best journeys to Sandtoft thanks to steady rain from Oxford onwards and a busy M1 around East Midlands Airport before a flying stone cracked my car's windscreen further on.

Local accommodation is usually booked well in advance but Graham kindly advised I could stay on site, either in the volunteer accommodation (a pair of large

static caravans) if space was available or by pitching my tent in a convenient spot. I was grateful space was found in one of the caravans and more so when later finding out I did not need to vacate it to provide space for another.

Thursday evening provided an opportunity to photograph the trolleybuses already moved from the depot building to provide space for Sunday's sales stands — a worthwhile exercise, as some had been stored off site during previous museum visits. Wellington 82 was also being test run.

FRIDAY'S VOLUNTEER

My volunteer work began after Friday morning's breakfast as part of a team cleaning trolleybus interiors. Mike Johnson and I swept out Manchester 1344, Bradford 746, London 1348 and Cardiff 203 while others cleaned Huddersfield 619, Nottingham 493 and Wellington 82. All were intended to operate the

The Trolleybus Museum at Sandtoft held its Annual Gathering 2016 on 30/31 July. DAVID JUKES reports from behind the scenes about the main event and much of the preparation required to ensure its smooth running.



Top: Thursday evening found Reading 174 (ERD 145), a 1950 Park Royal-bodied Sunbeam S7, awaiting movement the following day for ongoing restoration work. DAVID JUKES

Above: Manchester 1344 (ONE 744), a 1956 Burlingham-bodied BUT 9612T, is parked on Thursday alongside the Museum's partially-erected cast-iron bus stop shelter. DAVID JUKES

weekend's trolleybus services and each had a different floor tread arrangement — some apparently designed to catch out the unwary cleaner.

There was much other work taking place simultaneously around the Museum site. Reading 144 was towed to temporary off-site storage while Bradford 792 was fully tested and cleaned. The latter was intended as the weekend's spare trolleybus but would see use on Saturday evening and throughout Sunday.

The groundworks team made an early start (reveille for the overnight campers was a motor mower at 08.00) — there was vegetation to be cut in the Sunday car parking area and rain forecast later that

day. Others cleared the trolleybus circuit edges of detritus that builds up through regular running.

The opportunity was also being taken to reorganise the Museum shop. The Gathering is a primary event for which a

major restocking is required immediately beforehand. The shop's new till was being calibrated and a new boiler had just been installed in the adjoining kitchen area.

Back outside and an exchange of trolleybuses was taking place.

Right: Safely tucked away in the depot on Thursday are two trolleybuses that will remain there for the Gathering weekend; Huddersfield 541 (CVH 741), a 1947 Park Royal-bodied Karrier MS2, and Derby 172 (RC 8472), a 1944 Weymann-bodied Sunbeam W. DAVID JUKES





Reading 174 (ERD 145), a 1950 Park Royal-bodied Sunbeam S7, is towed by the Museum's Leyland 270 tractor late on Friday morning. DAVID JUKES



Cardiff 203 (CKG 193), a 1942 Northern Counties-bodied AEC 664T, is eased into the Sandtoft depot building on Friday by the Museum's Nuffield tractor and a rigid towbar. DAVID JUKES



Above: Bournemouth 297 (297 LJ), a 1962 Weymann-bodied Sunbeam MF2B, is carefully eased into the Sandtoft depot building on Friday also by means of the Museum's Nuffield tractor and a rigid towbar. DAVID JUKES



Below: Laying over before Saturday's public admission are London Transport 1348 (EXV 348), a 1939 all-Leyland LPTB70, and Nottingham 493 (KTV 493), a 1948 Roe-bodied BUT 9611T. Both vehicles would share operation of the day's second round of trolleybus services. Beyond 493 is Nottingham 802 (FTO 614), a 1939 AEC Regent with a 1950 Nottingham City Transport-built tower-wagon body. DAVID JUKES

Above right: Clearing two rows of trolleybuses from the Museum depot for Sunday's sales stands allows a clear view of the back row trolleybuses usually hidden from prying cameras. Two former Reading vehicles are revealed on Friday; 193 (VRD 193), a 1961 Burlingham-bodied Sunbeam F4A, and 181 (ERD 152), a 1950 Park Royal-bodied Sunbeam S7. DAVID JUKES



Bournemouth 297 was not taking an active part in the Gathering as new contactor coils were awaited; its place was taken by Cardiff 203. No 297 had to take 203's spot within the depot while the latter was temporarily placed elsewhere; it would be moved out on Saturday evening.

The essential portable toilets were delivered and distributed around the site (the Museum's permanent provision is insufficient for the major events owing to high visitor numbers) before lunch beckoned.

Morning showers turned into an afternoon's continuous rain, thereby providing me with an excellent opportunity to skive and remain in the mess van. I had a *B&CP* feature to draft about the Noah Vale Olympians visited the week before (my excuse and I am sticking to it!).

With said article successfully drafted it was time to take a closer look at Wellington 82. Its brake valve was causing a few worries; it had been overhauled and fitted with adapted O-rings but the valve was leaking air and its stop flag was failing to rise when no air was present.

With repairs eventually completed, it was time for 82 to be test run — Bruce Lake taking the opportunity to provide Graham Bilbé with type training as the trolleybus has a few idiosyncrasies, not least that a power loss results in an automatic brake application. Drivers are therefore immediately aware they have de-poled!

A meal break was taken — a delicious fish and chip supper at Oceans in Epworth — after which it was back to the Museum and the final testing of Wellington 82 through the twilight hours. Graham and Bruce declared it fit for use and it was all systems go for its launch the following day.

A late night was also being worked in the main office. Programme production and printing was underway while final adjustments were being made to the

South Yorkshire PTE 2450 (C45 HDT), a 1985 Alexander RH-bodied Dennis Dominator DTA1401, in the process of being moved from the Museum into the adjoining car parking area under auxiliary diesel power shortly before the public were admitted on Saturday. DAVID JUKES

David Jukes (left) and Graham Bilbé launch Wellington 82 (EV 6757), a 1963 Metro-Cammell-bodied BUT RETB/I. Wellington 82's service runs proved most popular with capacity loads carried both Saturday and Sunday. ROB WHITEHEAD



Gathering Sunday's roster. I was placed on rally field duty between 08.00 and 12.00, a comparative late start in comparison to those whose duties began two hours earlier.

But there was still time for more; before turning in Graham asked me to formally launch Wellington 82 the next day. Just a brief speech was required as he would first tell everyone about the trolleybus's history, repatriation and restoration.

SATURDAY: PREVIEW DAY

Saturday morning required an early start for many. The toilets were cleaned and the additional tables and chairs set out. London Transport 1348 passed its current leakage test (a trolleybus has rubber tyres and therefore no earth return. It may become 'live' in certain conditions and give the unwary passenger a mild electric shock. Such a vehicle is considered faulty and cannot be used in service, hence the

necessary daily testing) and its trolley head carbons changed.

I took the opportunity to clean 82's interior — floor swept and seats dusted before using a damp (not wet) mop on the former — while the exterior was washed. The sound system was also checked to ensure Graham and I would converse normally through microphones at the launch.

A 10.30 all-staff meeting was held in the Museum café (temporarily interrupting the kitchen staff's preparations) during which the weekend's duty officer Francis Whitehead and Stewart David, Sunday's duty manager, ran through the weekend's principal points: Wellington 82 launch at 13.00 Saturday, locations of visitor car parking areas for Saturday and Sunday, a need to fit most of Sunday's 100+ participating cars onto the central grass area with the remainder parked on the rally field, and a reminder that Sunday's





roster (85 duties covered by 51 volunteers) was posted in the traffic office — everyone was asked to be where they should be at the appointed time. Graham Billé brought proceedings to a close by thanking everyone for their time and effort.

The public were admitted from 11.00am and the day's trolleybus service was soon in full flow — Huddersfield 619,

Above: **York–West Yorkshire YDX221 (NWU 265D), a 1966 Eastern Coach Works-bodied Bristol Lodekka FS6B, is immaculately presented in the Tilling red livery previously carried when new.**

Above right: **Contrasting vehicles from the Kingston-Upon-Hull Corporation Transport fleet are No 270 (TKH 270H), a 1969 Roe-bodied Leyland Atlantean PDRIA/I, and No 337 (OKH 337), a 1953 Weymann-bodied AEC Regent III.**

Below: **Chesterfield 225 (225 LRB), a 1960 Weymann-bodied Leyland Titan PD2/30, has turned within the Museum's road network before departing with one of the Gathering's popular heritage bus services which provided a regular link with Doncaster and frequent tours of the Isle of Axholme.**

Below right: **Bradford O34, a 1947 Karrier CK3 tower wagon, awaits extensive restoration when time and resources allow. All: DAVID JUKES**



Nottingham 493 and Bradford 746 taking the first shift.

Saturday's weather meant we were able to successfully launch Wellington 82 in the sunshine. The New Zealand national anthem was followed by Graham's welcome and a description of the trolleybus's construction, export, preservation, repatriation and restoration (to be featured in a future issue).

Particular thanks were given to the anonymous donors who funded 82's shipping from New Zealand, the Omnibus Society of New Zealand, Arts Council England for its substantial PRISM grant, First South Yorkshire which undertook much of the restoration at its Rotherham works, Francis Whitehead who masterminded the transport, shipping and PRISM grant, and Bruce Lake who organised the shipping of new trolley poles from the Illinois Railway Museum, oversaw the restoration work at Rotherham and led the team completing the work at Sandtoft.

I was able to keep it simple, thanking Graham and the Museum staff for their warm welcome before giving credit to all involved with 82's repatriation and restoration. Praise was given to the international trolleybus preservation

movement which enabled the successful relocation of a trolleybus halfway around the world; a huge achievement in itself. It was indeed a great pleasure to formally launch Wellington 82.

It proved most popular, carrying capacity loads on most of its duties. A switch failure took the centre doors out of use but everyone was able to board and alight using the front entrance.

Cardiff 203 was brought out in the early evening and ran some passenger-free circuits before taking, and failing, its current leakage test. It was parked up with the other static exhibits with Bradford 792 taking its place on the Gathering Sunday roster.

Earth leakage tests were carried out on the other trolleybuses booked to run on Sunday service, then Huddersfield 219 and Bradford 792 settled down to run the Saturday evening service — both being fitted with traction lighting (the interior lighting is wired in series to share the overhead voltage). The chairman's barbeque and adjoining beer tent also provided ample and ideal opportunities to talk with some of the day's visitors and other volunteers over a burger and pint before taking in the nocturnal trolleybus rides.



Right: **Bournemouth 297 (297 LJ), Huddersfield 619 (KVH 219), Manchester 1344 (ONE 744) and Bradford 746 (EKU 746) await their placement within the depot building on Monday.**

Below: **The Monday movements of non-operating trolleybuses from their static display area to the depot enabled this picture of St Helens 387 (BDJ 87), a 1951 East Lancs-bodied BUT 961IT.**

Below right: **Awaiting movement into the depot from the rally field on Monday morning is Rotherham 37 (FET 617), a 1950 Daimler CTE6 with 1956 Roe bodywork. This trolleybus was new as Rotherham No 17 with centre-entrance single-deck East Lancs bodywork.**

All: DAVID JUKES



SUNDAY: GATHERING DAY

Sunday morning passed in a blur. Derek Bradley and I were later joined by Steven Spall on the rally field (with Jim Sambrooks also assisting after filling the centre arena with cars) as we sought to attend the access gate while guiding visiting vehicles into parking spaces.

The first arrived at 08.30 in the shape of a York-West Yorkshire Bristol Lodekka (although a handful had arrived the day before) and it was then all go until we declared the field full three hours later.

We had our lighter moments. Two Chesterfield buses were parked together and evidently caught the eye of one visitor and led him to seek entry before paying. Jobsworth Jukes politely refused this but the gentleman concerned must have thrown his money at the admissions desk because he came tearing past me waving his ticket shortly afterwards — I do hope you got your pictures, sir. A minority of car drivers insisted they had a space saved on the central arena, despite us telling them it was full, before sheepishly reappearing a few minutes later asking where they could park on the rally field.

Hindsight suggested we could have fitted a few more buses in if they had all been parked perpendicular to the field boundaries, but everything bar two late-comers went in. It was not as easy as first thought but we managed. The access gate duty was effectively shared between us; I migrated back in mid-afternoon to allow some of the cars to leave before relief and an instruction to leave the gate open followed.

There was time for another look round the sales stands, more photography and a trolleybus ride or two before the Gathering's close; a well-deserved evening meal in Thorne later beckoned for many.

A most successful Gathering we were told with rally entries 40% up and a 30% increase in trolleybus passenger journeys compared to the previous year's rain-affected event.

MONDAY

I had to head home on Monday (a much better journey than Thursday's), but not until after I had helped empty, clean and load the borrowed bins, tables and chairs. Others were moving trolleybuses into the depot building.

In short, a most enjoyable and rewarding long weekend. The Museum staff are a great bunch to work and spend time with — a sense of humour is advisable given the almost constant banter (no-one is immune, not even me as a first-timer), behind which there is a great deal of mutual respect. I remain amazed at their stamina, particularly those far senior to me in age who were still on their feet and working hard while I was wilting.

I cannot stress the importance of people at this and other events adequately; both those who have to provide sufficient leadership and guidance to a volunteer workforce while ensuring everyone is made welcome and kept safe, and the established volunteer willing and able to work alongside a new face while simultaneously explaining what may be a new or less familiar task for that person. Do it well and almost everyone has a smile on their face.

My grateful thanks to the Trolleybus Museum at Sandtoft's Management Team and staff for making me so welcome (and not minding my disappearing for yet more photography or taking time out for drafting an article and speech).



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We start with K22 (FAG 92), a magnificent 39-seat Alexander-bodied Guy Arab UF, which had been new to Western SMT in 1953 as its No 1047, but not before an appearance at the 1952 Commercial Motor Show. These coaches were known as 'bombers', this exhibit having a unique version of the classic Alexander body featuring curved roof lights, sliding, as opposed to inward-opening, passenger door and additional brightwork, some of which had been removed by the time of this view. Transferred to Highland in 1965, it was one of a total of 41 such coaches to move north. K22 was last licensed in 1969, its subsequent fate unknown.

Another Guy Arab UF, K48 (KWO 38) sports rare 37-seat Duple Roadmaster coachwork, more usually associated with the Leyland Royal Tiger, a pairing immortalised as a Dinky Toy model. K48 had been new to Red & White in 1952 as its UC652, being one of six acquired by Highland in the late-1960s for use on ski and school services.

GL11 (GCS 195), an Alexander-bodied Guy Arab LUF new in 1955 to Western SMT as its 1110, and still in its livery when seen here at Dingwall in August 1970. GL11 was one of 20 such vehicles transferred in 1968.



Bus & Coach PRESERVATION

In this classic Highland scene we see 38-seat Alexander-bodied AEC Reliance B32 (RST 452) new to the operator in 1961 at rest. Getting off the coach on your way home, it seems you could not only pick up your parcels, but a pint of milk too!





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Alexander-bodied Bristol LS6G SL5 (JSD 908) was yet another former Western SMT coach to see later services with Highland Omnibuses. New in 1957 as Western T1272, it was one of seven similar coaches to pass to Highland in January 1972.



Alexander-bodied AEC Reliance coaches such as this were the workhorses of the longer Scottish route network, prior to the arrival of the 'Y'-type, which on a variety of chassis, would hold sway for the next three decades or more. New to Highland in 1960 B24 (OST 502) features in yet another classic Highland scene dated June 1974 awaiting custom outside Mr Campbell's general store in Main Street, but where is Main Street? At the end of its service life, the coach was bought by a naval mechanic before use by a traveller for over 10 years, finally finding its way to Ireland. Repatriated and re-registered LVS 175, this coach is currently under restoration at the SVBM, Lathalmond.

New to Alexander (Midland) in 1961 as its AC199 and seen here in April 1975, B77 (RMS 733) is another 41-seat Alexander-bodied AEC Reliance. It passed to Highland when Midland's Oban depot, vehicles and routes were acquired in December 1970.



A SCANIA returns

Early low-floor buses are disappearing and some are deservedly entering preservation. SIMON GILL takes a look at an important recent addition to the Leicester Transport Heritage Trust collection.

Leicester has a habit of springing surprises. Who would have thought King Richard III would be found under a car park? And if that is not enough, last year saw Leicester City Football Club win the Premier League championship against all the odds. The City's transport department caused a revelation in transport circles when, in December 1969, it announced the first ever order for 12 new Metro-Scania single-deck buses. This was particularly surprising when its buying policy had previously been very traditional with front-engined, rear-entrance double-deck buses being preferred; its last Leyland Titan PD3 only entering service in January 1968.

METRO-SCANIA

The launch of the Metro-Scania in late-1969 produced intense interest with the two prototypes making a strong impression on several leading transport journalists including the late Alan Townsin and Geoffery Hilditch. They both enjoyed the smooth ride created by the air suspension and automatic transmission and from a driving point of view they liked the tight steering lock and power from the Scania 11-litre D11 engine.

Leicester City Transport's first Metro-Scania, No 136 (WBC 136J) made its public debut on 18 September 1970 as an exhibit on the MCW stand at the

Commercial Motor Show at Earls Court, carrying the registration WOE 498J. LCT added a further six buses to its initial order with No 136 being handed over on 3 March 1971 and the remaining 17, No. 137-53 (WBC 137-53J), entering service in May/June. A further 17, Nos 209-25 (ARY 209-25K), followed between November 1971 and July 1972. The last, No 225, was significant as being the first 'Quiet Bus' producing only 77 decibels. It now forms part of the LHT collection.

Thus a total of 35 Metro-Scania joined the LCT fleet before a switch back to double-deckers saw 68 of the double-deck MCW Metropolitan added between 1974 and 1977. Although a



secondhand Metro Scania from Merthyr Tydfil arrived in 1979, LCT had switched to Dennis as its main supplier although a few secondhand Metropolitans were acquired during 1984/85. Leicester's relationship with Scania was not over completely as it evaluated a BR112DH/ East Lancs double-decker, No 265 (MUT 265W) in 1980/81 and purchased four N112DR/East Lancs, Nos 110-3 (C110-3 UBC) in 1986, but these did not stay long. Scania nevertheless remained part

of the Leicester scene for many years, the last Metropolitans being withdrawn on Christmas Eve 1993.

A SMALL STEP FOR MANKIND

Step heights had been an issue for less-able passengers for many years and bus manufacturers were keen to show how these could be lessened or even eliminated to improve access to buses. The UK market for low-floor single-deckers was slow to develop, although it started to gain

popularity in 1993 when London Buses ordered 68, comprising 38 Dennis Lance SLFs and 30 Scania N113CRLs all with Wright Pathfinder bodies. These entered service the following year where the concept was proved by converting whole routes. Merseytravel (the bus operating company of Merseyside PTE) was the first to place a totally accessible bus in service, a Neoplan N4014, followed in 1993 by 12 more in 1994. Tayside Buses of Dundee introduced a Scania N113CRL MaxCi with East Lancs body the same year.

The Scania N113CRL was something of a compromise design with the higher floor at the rear giving an unfortunate mix of steps and footstools which created trip hazards for able-bodied passengers. It was also expensive, so, as a result, Scania developed the L113CRL which introduced an in-line inclined 11-litre DSC11 engine and ZF 4HP500 automatic gearbox rather than the transverse engine and Voith gearbox of the N113. Then, in March 1995 Scania teamed up with Wright to unveil the Axxess Ultralow body based on the low frame L113CRL chassis with a drop beam Scania front axle and air



Above: Leicester's relationship with Scania started with the Metro-Scania, which is represented today by the only surviving example 225 (ARY 225K) new in July 1972 as the 'Quiet Bus'. SIMON GILL

Left: First Leicester 349 (S349 MFP) when almost brand new on 7 November 1998 on service 38 to Nether Hall before being sadly lost in the depot fire the following August. SIMON GILL

Below: The aftermath of the depot fire on Saturday 14 August 1999 showing the remains of, left to right, Scania 352, Scania 349 and Mercedes-Benz/Optare 505. SIMON GILL



Right: **S350 MFP as First Potteries 60006 in Hanley bus station departing for Endon on 19 February 2005.** SIMON GILL

Below: **LTHT Chairman, Richard Worman fixing the rear panel to 350 prior to a road test.** SIMON GILL

suspension that could be lowered to give a step height of 200mm. The Wright body, using the Alusuisse extrusion system, quickly won orders from Nottingham City Transport, Rider York and Bullock of Cheadle. A total of 511 L113CRLs were built for the UK market of which 330 carried Wright bodies.

The 11-litre Scania engine gave poor fuel consumption so the L94UB range, featuring a similar layout but smaller 9-litre DSC9 engine, was introduced during 1998 and this quickly superseded the L113CRL by the end of the year.

FIRST SCANIA

Leicester CityBus was acquired by GRT Holdings in November 1993, which in turn merged with Badgerline in 1995 to form FirstBus. The purchasing policy of the two constituent parts was different and Leicester was allocated ten high specification Mercedes-Benz 0.405/Optare Prisma in 1995 followed by a similar number of Optare Excels in 1997.

The new group subsequently adopted the 40-seat Scania L113CRL/Wright Axxess Ultralow as its standard full-size single-decker, ordering 145 in 1996 followed by a further 170 in 1997. This resulted in a return to Scania in Leicester, when three, Nos 344-6 (R344-6 RUT) arrived in April 1998, followed by 12 more, Nos 347-58 (S347-58 MFP) the following October/November. These were significant in being the last L113CRLs built for the UK market. The delivery was completed with three of the first Scania L94UBs with Wright Axxess Floline bodies, Nos 359-61 (S359-61 MFP), but, in January 1999, these were transferred to First Northampton after only three months in service. All carried FirstGroup low-floor 'Willow leaf' livery.

Disaster struck during the early hours of Tuesday 10 August 1999 when a fire at Abbey Park Road garage severely damaged three buses including two Scania L113s, Nos 349/52. Both were beyond repair and were withdrawn and sold for scrap.

In October, the first two of the batch, Nos 344/5 were transferred to



First Glasgow. Revised services were introduced in Leicester on 31 August 2000 under the 'moniker' 'First Leicester Metro' and the remaining Scania's were route branded for the cross city 'Red Line' 38 Eyres Monsell-Nether Hall service with a red band above the windows.

Several of the remaining 11 were loaned to First Northampton from time to time before being transferred to First PMT in March/April 2002, First Leicester receiving new Volvo B7Ls as replacements.

The former Leicester Scania's were amongst the first buses to be renumbered in FirstGroup's national fleet number series in June 2002, settling down to life in the Potteries, Wirral and Cheshire being joined by similar buses from other FirstGroup depots. Five, Nos 347/51/4/5/8) were transferred to First Manchester in March 2011 and subsequently sold to Stagecoach in January 2013 together with the FirstGroup operations in Chester, Birkenhead and Wrexham. First Potteries withdrew its remaining examples in 2014/15.

FIRST LEICESTER 350 (S350 MFP)

No 350 was registered on 26 October 1998. It was route branded for 'Red Line' 38 in July 2000 and loaned to First Northampton during March/April 2002 before being transferred to First PMT in May 2002 and allocated to Adderley Green. Its new fleet No 188 was only carried for a month before being renumbered 60006 in the national series. Route branding for the 21/21A service between Trentham and Ball Green was applied during 2003.

As 60006, it was the last of the batch to be withdrawn in October 2015 and with the help of Managing Director of First Midlands, Nigel Eggleton, it was kindly donated to the Leicester Transport Heritage Trust at the end of the month and driven back to one of its storage sites in Leicestershire. Several LTHT members donated funds to cover the four-figure cost of the tyres which was appreciated, and the assistance of First Midlands staff at Stoke is gratefully acknowledged.

Having been stored during the winter whilst LTHT volunteers concentrated





Far left: **The mighty Scania DSC11 engine with rebuilt radiator fan on the right-hand side.**

Left: **Spot the difference. The replacement rear corner panel with original-style light fitting fixed to 350 with the original one standing on the floor.**

Centre: **Interior looking towards the rear showing the low-floor area, tip-up seats, back rest and rear seating area. Mind those steps!**

Lower left: **Driver's cab with the anti-vandal screen removed and replacement cab door together with the reinstated microphone and radio to the left under the seating capacity.**

Lower right: **Driver's eye view of the controls.** All five: SIMON GILL

was found to be in three pieces with the centre 'W'-style panel blanked over to hide the join. LTHT body expert, Neill Richardson, worked wonders on getting it to look right. The work included repainting the front panels, reinstating the '350' fleet No, a new registration plate and a Scania badge. In addition, all side and rear advert panel frames have been removed and the interior given a deep clean, all being completed just before its first public outing at the Leicester Running Day in September 2016. The bus returned to Adderley Green depot for display at the Potteries Connection event a few weeks later where it proved popular with visitors.

Other work has seen replacement wiper arms and original-style cab radio and microphone fitted. The cab air vents have been replaced and a Wayfarer ticket machine added. LTHT auto electrician, Mick Moore worked for First Leicester when the buses were new and visited Wright's factory at Ballymena to be trained on the new buses where he saw 344-6 nearing completion.

Following his excellent work on the wiring, the rev counter and fuel gauge

on other projects, No 350 was woken up last spring and prepared for MoT. Staff at First Leicester kindly helped repair the offside front brake drum and carried out work on the front slack adjusters

which enabled a successful class 5 MoT pass in June 2016. They also helped reprogramme the destination indicator.

At some stage during its life the front panel on 350 had been 'stitched' and

Right: **The front of S350 MFP with the plated over 'W' prior to some TLC.**

NEILL RICHARDSON

Far right: **Front panel with repair in progress and the 'W' reinstated.**

NEILL RICHARDSON

Lower right: **Close-up of repaired front panel with reinstated 'W', Scania badge and new registration number plate.** SIMON GILL





are working again. He has also attended to the headlights and sidelights. Other recent jobs have seen removal of the anti-vandal screen to make the bus more user-friendly as a preserved bus. This work has resulted in the replacement of the cab door with that sourced from sister vehicle No 346 which has also yielded better rear corner panels complete with the correct Britax rear light units.

Overheating has been a problem so the radiator has been jet washed to remove dirt, the fan blades straightened and variable speed control pipes reconnected. LTHT volunteers are continuing to investigate the lack of air vents around the engine compartment and hopefully these will be reinstated shortly. Planned work

in the future includes the replacement of some side panels and a repaint. Other than the addition of route branding, No 350 has carried the same livery all its life. A correct type card reader is required for the rear of the driver's bulkhead, so if you can supply one please let LTHT know.

AND FINALLY

Some of you may be thinking 'why has this bus been preserved?' and 'it's too new to interest me', but it's important that buses like this are saved so the full history of passenger transport can be represented in future years. We are all guilty of concentrating on half-cab buses in the 197's and 1980's and neglecting early Leyland Atlanteans and Daimler

Fleetlines to name but two, so let's not forget that yesterday is history and embrace all aspects of the industry. We should not forget early low-floor double-deckers either which are now disappearing fast. A low-floor bus is also helpful to less able and wheelchair-bound passengers on running days, after all, none of us are getting any younger and we also need to attract younger enthusiasts and families to events.

Thanks to Richard Worman, Mick Moore, Neill Richardson and the other LTHT volunteers who have worked on No 350 for their help with this feature. Hopefully there will be an opportunity to compare the ride on 350 with Metro Scania 225 at an LTHT event later this year.

Above: **Offside front of First Leicester 350 (S350 MFP) after being spruced up for its rally appearances in 2016.** SIMON GILL

Off side rear of S350 MFP showing work in progress on the rear panels. SIMON GILL





Step-ping out

Britain's last Leyland Titan in regular service received a fine send-off at a unique event organised by its operator, Nu-Venture, to mark the end of step-entrance buses. NICK LARKIN reports.

Though an AEC Routemaster and a couple of other timeless classics were present, any member of the public might have thought that here, outside this big Asda in Kent, was merely a gathering of in-service double-deckers as seen regularly on rail replacement or a New Year's Eve Park & Ride.

THE END IS NIGH

On one level this was actually true, but this was in fact a unique and historic event. A few hours later, those double-deckers could not legally be used on everyday normal service, not because they were old or tatty, but because their step-entrances and other facets did not comply with Disability Discrimination Act criteria demanding low-floor, fully accessible buses.

The gathering was organised by much-admired Kent operator Nu-Venture, which was having to withdraw and potentially scrap three of the vehicles present,

a situation which managing director Norman Kemp described as, 'rather a waste, although obviously we are happy to comply with the new regulations'.

Norman praised the enthusiasts on his team for putting the event together, and other local operators for supporting it. 'We felt we had to do something to mark this significant event,' he said. The rally also marked 20 year of Nu-Venture in Medway.

More on this later, but time to concentrate on the star of the show, former London Buses Leyland Titan A907 SYE, the last of some 44 Titans passing through Nu-Venture's hands and the final example on regular stage carriage service in the UK.

NU-VENTURE AND ITS TITANS

The Leyland Titan B15 was intended by Leyland as a 'catch-all' replacement for the Bristol VRT, the Leyland Atlantean and the Leyland/Daimler Fleetline, but a mere 1,161 production examples were in the end built, 1,125 of them entering service with London Buses between 1978 and 1984 taking fleet Nos T1-1125.

Other orders were meagre. Greater Manchester PTE took 25, Reading Buses 12, West Midlands five and China Motor

Bus one. A small number of demonstrators were also built.

The Titan was beset by production problems and delays from the start, following a decision to transfer production from Park Royal to the Leyland National plant in Cumbria. This led to many cancelled orders, but in any case, many operators felt the vehicle was over complex with its London specified hydraulic brakes and other features.

All was not lost as many of the Titan's better features were incorporated into the highly successful Leyland, later Volvo, Olympian, which, unlike the Titan, could be bodied by outside concerns. But the Titan still managed a distinguished service career, the last London example, T1018, not being retired by London Central until 19 June 2003.

Examples were cascaded throughout the country by the big groups operating London's buses. Other operators such as Merseybus and City of Oxford built up substantial fleets, as did independents Whippet of Fenstanton and, of course, Nu-Venture.

This operator, thankfully still thriving today with services across the Medway

Opposite: **Star of this feature, Nu-Venture Leyland Titan A907 SYE, the former London Buses T907 is seen passing Go Coach of Sevenoaks Routemaster RML2472 (JJD 472D), whilst making light work of the Chatham hills. NICK LARKIN**

Right: **Nu-Venture's first double-decker was this new-to Trent, Alexander-bodied Daimler Fleetline which arrived in 1981. It's seen with Plaxton Supreme-bodied AEC Reliance KUW 523P which had been new to National Travel (South East) in May 1976. NU-VENTURE ARCHIVE**

Towns and Mid-Kent, tends to be wrongly regarded as a product of deregulation, even though it was established as far back as 1969 by members of the family-operated, Kent-based Farleigh Coaches, which became a limited company in 1976.

Though surprisingly Nu-Venture would not operate stage-carriage services until ten years after deregulation, although its first foray into the double-deck market was in January 1981 when former Trent Daimler Fleetline/Alexander RCH 526F entered the fleet. This was used on school contracts and private hire before being sold to Swanbrook in August 1985.

Nine years passed before the next double-decker, new to Southdown Bristol VRT/SL2 GNJ 573N was acquired, operating mainly on the Astor of Hever school contract in Maidstone. Then came 1977 former Nottingham Daimler Fleetline (PAU 209R) with Northern Counties dual-door bodywork, which made appearances on the local Tesco courtesy bus service when this was awarded in the early 1990s.

Then, at short notice at the beginning of 1997, Nu-Venture was asked to take over services linking Cliffe and Cliffe Woods with the Hundred of Hoo School. Four double-deckers were needed. This service still runs today.

Barry Green, owner of the company at the time, had looked at acquiring further Bristol VRTs, but apparently these were deemed to need so much work, so Leyland Titans arrived instead. T341/415/59/ 85 (KYV 341/15/59/85X) were bought in January 1997 via Wealden PSV. Converted to single-door and painted before entering service, they received cherished number plates (IUI 2142/0/3/39) respectively during April of that year.

Initially the Titans operated only on peak school runs, but then came commercial evening service on route 120 between Chatham and the Isle of Grain.



From 19 May 1997 commercial daytime route 191 was registered to operate between Chatham and Hoo St John's Road using three double-deckers during the day.

Following the demise of Bygone Buses in June 1998, Nu-Venture took over some services in the Maidstone area. Leyland Titan T975 (A975 SYE) duly arrived and entered service in November 1998 allocated to Hoo. Further Maidstone expansion from the start of the 1999 autumn term further increased the double-deck requirement. An inspection of ex-London vehicles for sale at Ensign resulted in another Titan, T455 (KYV 455X), latterly with Stagecoach Fife, being bought and T1128 (WDA 3T) being hired from Wealden PSV.

Nu-Venture services expanded further in 2000, T614/52 (NUW 614/52Y) coming from local dealer, West Kent. These were final two Titan arrivals before Nu-Venture was sold to Norman Kemp, whose varied industry career had begun at Tayside and he and his business partner had later worked for Maidstone's municipal operation.

Norman told B&CP: 'We realised the Titans were great value for money and good, reliable buses with an excellent driving position. They were very popular with drivers.'

The decision was taken to relinquish coach operations as, said Norman: 'There was too much competition,' concentrating instead on bus routes and contract work. More Titans were sought. Former White Rose T794 (OHV 794Y) and also T913 (A913 SYE) arrived, but these dual-door buses never entered service and were eventually broken for spares.

November 2002 saw T459 become the first Titan to be withdrawn. Nu-Venture buses were hired out to other operators including Southlands Travel, Blue



One of Nu-Venture's first Titans the former T415 found itself back in service in London for just one day following the post-London Easylink meltdown, operating on service 185. It's seen here at Victoria on LT route 185 on 8 September 2002. NU-VENTURE ARCHIVE



Splendidly turned out, Titan T485 one of the first four to enter service with Nu-Venture, is seen in the now extinct red, white and blue livery on 23 June 1997. CHRIS JENKINSON



This early London Country Roe-bodied Leyland Olympian was well thought of during its career with Nu-Venture. CHRIS JENKINSON



Triangle and even Stagecoach East Kent. Sadly T975 was involved in an accident whilst working on route 192 to Hoo.

By now Titans were getting difficult to find, though a careful eye was kept open. Lucky purchases were T857 (A857 SUL) and T1027 (A627 THV) from the unlikely source of Kent County Council's Commercial Passenger Services arm.

Over the next few years more Titans entered the fleet alongside Leyland and Volvo Olympians. A fondly remembered event was the 100th anniversary of Maidstone Corporation. Nu-Venture painted ex-Dublin Leyland Olympian H838 PTW in this operator's earlier brown and cream livery, while Titan T857 looked absolutely magnificent in the 1960s fiesta blue and cream colours. 'It went down extremely well with passengers,' Norman Kemp recalled.

Later Titan purchases included T1097 (B97 WUV) and T873 (A873 SUL) from Stagecoach Scotland, the former being painted in a special brown, cream and green livery commemorating 75 years of Chatham District. Surprisingly the largest ever Titan influx was as late as December 2005 when no less than five examples were acquired from Glenvale Transport on Merseyside, namely T347/552/726/53/984 (KYV 347X, NUW 552/726/53Y, A984 SYE).

A few further purchases followed including T592 (NUW 592Y) and T905 (A905 SYE) from Stagecoach West, and in 2007 Stagecoach East Kent's last Titan, T348 (KYV 348X), moved to a new home with Nu-Venture, becoming an increasingly popular fleet member.

Service changes, more Olympians and an increasing number of single-deckers including Dennis Darts and Alexander-Dennis Enviro's, plus Dennis Trident

low-floor double-deckers meant the gradual demise of the Titan fleet. Some were used for spares, while others were converted to single-door on overhaul, the vast majority of the work, including many repaints, being carried out in Nu-Venture's own workshops. Some buses received Nu-Venture's later green livery, but the Titans gradually left the fleet until finally, there was a single survivor.

THE LAST TITAN AND A VERY SPECIAL FAREWELL

A907 SYE, aka T907, was new to London Buses at New Cross in December 1983, remaining there after passing to London Central in 1994, being sold to Ensign in December 1997 and then stored.

The bus was acquired by Carrs Coaches of Pluckley Kent in May 2000 and converted to single-door. Following ten years' further storage, it was sold to dealer Wealden PSV and acquired by Nu-Venture in March 2011.

Finally, following a replacement engine and a repaint, the bus entered service in September 2014, being used on service work in the Tunbridge Wells area as well as on schools work. The bus was stood down from everyday service in April 2016 so that it could be fully prepared for a very special last day, starring in Nu-Venture's farewell to step-entrance vehicles event. A variety of just-about-to-be-condemned-from-normal-service double-deckers from several other operators ran special services from Asda, Gillingham Pier to Chatham bus station and from the Riverside Country Park site to the town centre on New Year's Eve.

They were joined by preserved vehicles including 1951 London Transport RF28 (LYF 379), 1958 Maidstone & District

AEC Reliance/Harrington SC390 (390 DKK), Go Coaches former London Transport AEC Routemaster RML2472 (JJD 472D), which still sees active service on private hire and special services and Maidstone & District 1975 Volvo Ailsa/Alexander 5385 (LKP 385P).

From a later age were preserved M&D Volvo Olympian/Northern Counties 5916 (M916 MKM), Dennis Dart/Plaxton 3238 (P238 MKN), outshopped in the magnificent final M&D livery and Arriva-liveried 1999 DAF SB220/Plaxton 3916 (T916 KKM).

'Star' Titan T907 ran superbly on several services, making light work of Chatham's hills, and it was a sombre moment when the bus departed from Asda for Chatham bus station at 15.00 for its last ever trip, bringing to a close 20 years of Nu-Venture Titan operation.

The writer was privileged to be allowed to accompany the bus back to Aylesford depot to witness it being put away for the last time, admiring its many remaining London Transport notices and other features *en route*.

At Aylesford, T907 was reunited with its former driver, Phil Coffely, who shared many memories of trips around Tunbridge Wells. 'This is a superb bus, much better than anything more modern. It's a real shame it has to go.' I'm sure it would be fair to say that Phil would have dearly loved to reject the Dennis Dart he was allocated for an evening shift for one final Titan sprint.

All this talking meant a rush back to Chatham for a truly historic finale, the last ever step-entrance normal-service journey round trip with Nu-Venture and almost certainly across the entire south of England. This was the 16.30

Opposite page, top: **Great Britain's last in service Leyland Titan leaves Chatham bus station on one of its final runs on Saturday 31 December last.**

Centre left: **T907's interior still looks 'pure London' even though it has been converted to single-door configuration.**

Centre right: **Well-appointed cab offers superb visibility.**

Bottom: **Distinctive Titan rear-end captured in Chatham bus station.**

This page: **This 1958 Maidstone & District Harrington-Wayfarer bodied AEC Reliance coach SO309 (390 DKK) was converted to dual-purpose configuration later in its service life.** All: NICK LARKIN





Top: **Alexander-bodied Volvo Ailsa** was new to Maidstone & District in 1975 as its 5385 (LKP 385P) as part of a National Bus Company evaluation.

Centre: **Former Lothian Alexander-bodied Leyland Olympian F346 WSC**, new in May 1989, is seen at Chatham having worked Nu-Venture's last ever step-entrance service journey.

Inset: **Nu-Venture's Norman Kemp.**

Bottom left: **Magnificently turned out East Lancs-bodied Dennis Trident** has been painted in Chatham District colours to promote the restoration of that operator's 1939 Bristol K5G, GKE 68.

Kent operator Autocar is keeping this ex-Bournemouth Volvo Citybus/ Alexander, new in April 1989, for contract and shuttle work. All: NICK LARKIN



Relatively modern preserved Plaxton-bodied vehicles in the form of 1999 DAF SB250 in Arriva colours and Dennis Dart in superb final M&D livery. NICK LARKIN

A credit to their operator, these two Farleigh Coaches Northern Counties Volvo Citybuses were delivered to London Buses in 1989. NICK LARKIN

Magnificently presented Hams travel Scania N113/East Lancs is being retained by its long-term operator. NICK LARKIN

172 (Chatham–Waincott Liberty Park) departure, returning to Chatham at 16.55 by a slightly different route as a 173.

Operating this was 1989 former Lothian Alexander-bodied Leyland Olympian F346 WSC, which, with seats now in comfortable moquette, gave a magnificent account of itself. No-one can deny the benefits of low-floor buses, but it does seem a waste that many vehicles like this are now basically condemned.

Driving the bus was Norman Kemp himself who said: 'It has been a very good day, and we'll have to think of an excuse to hold another event. It wasn't intended as a sad farewell but as a tribute.'

Finally we must mention one last bus, an absolute tribute to its operator, which drew many gasps of admiration from people attending. Nu-Venture has superbly outshopped Dennis Trident East Lancs T744 JPO in Chatham District Transport Co livery in support of the ongoing restoration of 1939 Bristol K5G/Weymann GKE 68. 'We are very conscious of our heritage and the Bristol is an important and unique bus,' said Norman. The Trident, completed just hours before the rally, definitely brought a lot of New Year cheer!

Thanks to Norman Kemp and everyone at Nu-Venture for their help with this feature, particularly Chris Jenkinson who has toiled well beyond the course of duty to locate photos and historic information. Nu-Venture is offering T907 and Alexander-bodied Leyland Olympian F346 WSC, along with Volvo Olympian F756 DRJ for sale. Offers by the end of February to 01622 882288 please.



STEP-ENTRANCE VEHICLES AT THE EVENT AND THEIR FUTURE

AUTOCAR

Volvo Citybus F212 WRU

Ex-Bournemouth, one of three in the fleet. 'We love these vehicles and this one will be retained for private hire and shuttle work,' said Autocar's Julian Brown. One of the two sister vehicles F210/11 WRU is potentially for sale – for further details please send an e-mail to: sales@wealdenpsv.co.uk

FARLEIGH COACHES

Volvo B10M/Northern Counties FHZ 6900/9600

New in 1989 and registered with London Buses as G102/19 NGN. These are being retained in present immaculate condition. The operator realises historic significance of FHZ 6900 being the last dual door, coach-seated Citybus of its class and the bus is a sort of pet in the fleet.

GO COACH

Volvo Olympian/Alexander S869 HCG

Ex-Dublin Bus RV440 in 1998 will be joining its operator's heritage fleet.

HAMS TRAVEL

Scania N113 East Lancs Cityzen X8 HAM

Retained in the fleet for a variety of work, believed bought new and pristine throughout.

A Titan in Liverpool

Owner JAMES ROWLANDS
describes the life and times of his
MTL Leyland Titan.

The history of the Leyland Titan on Merseyside stems back to 1977 when Merseyside PTE received on loan from Leyland demonstrator BCK 706R, which was given the temporary fleet No 0029 and allocated to the Wirral Division for evaluation. Due to industrial issues at Leyland at the time, which hindered the Titan's sales across the UK, Merseyside maintained its allegiance to the Atlantean and no Titans were ordered.

MTL AND THE TITAN

In August 1992 London Buses sent T217 (CUL 217V) on a tour of operators around the UK with the view to attract potential buyers as it was beginning to dispose of its large fleet of such buses. T217 saw service at Merseybus Gillmoss garage operating alongside Atlanteans and MCW Metrobuses. T217 visited several other garages for inspection, but was used mainly on cross-city route 79 (Netherley–Croxteth). The Titan proved

it's worth at MTL and as a result over 200 examples were purchased from London Buses to replace elderly Atlanteans.

Independent operator Aintree Coachlines purchased ex-Greater Manchester Titan ANE 2T from Wrights of Wrexham and beat MTL by putting it in service before T217 by about six months. ANE 2T made a visit to MTL's Edge Lane works and was inspected side by side with T217 so engineering staff could see the viability of converting the LT examples to single-door.

The Titans were initially allocated to Gillmoss Garage in the North, but not before a production line was set up at Edge Lane Works, which became known as 'The Titan Team'. Many Titans were refurbished to a very high standard. The work included conversion to single-door, new flooring, retrimmed seats, improved heating and overhaul of the mechanical

parts. Sadly Edge Lane Works closed before all the Titans could be treated and as a result some remained un-refurbished.

Some of the Titans remained in as withdrawn London condition operating in LT red with Merseybus fleetnames applied over the roundel until they were refurbished. Initially the Titans received a squared off application of the Merseybus maroon and cream livery, which suited them well, later the new MTL livery of red and cream was applied.

Some Titans were moved to other garages as newer vehicles were introduced at Gillmoss.





Speke and Green Lane received Titans to replace Atlanteans, the newly rebranded Lancashire Travel unit at St Helens received some for a failed attack on Warrington Borough Transport whilst others made it to Fareway operating in and around Kirkby.

FURTHER ACQUISITIONS

Further examples were added to the MTL fleet through the acquisition of London Suburban Bus/Liverbus and Village Group Tours. The London Suburban buses were transferred to Liverpool and moved to Speke and Green Lane garages. Village had built up a fleet of Titans, some purchased third-hand from Atlas Bus, Westlink and Kinch and had the honour of operating one of the prototype examples NHG 732P by that time re-registered UJI 6314 alongside two former Greater Manchester examples.

Other Merseyside operators added Titans to their fleets, including Aintree Coachlines, Avon, Merseyline and Peoplesbus. So the type was well represented on the streets of Merseyside.

Following the sale of MTL to Arriva in 2000, the decision was made to off-load Gillmoss garage, newer vehicles being transferred to other Arriva garages, elderly Titans replacing them. A major service revision in April 2000 saw the majority of the remaining Arriva Titans withdrawn and scores of the type withdrawn and sent to scrap, Arriva policy at the time being not to sell them on for further service.

Opposite: **The Titan, in the privatisation era, made no more of an impact than it did on Merseyside with 200 examples initially joining the Merseybus fleet, having previously worked on the streets of the capital. Now preserved is Merseybus 2212 (CUL 122V).** PHILIP LAMB

The new owners of Gillmoss garage, Glenvale Transport (GTL) had an insatiable demand for more vehicles following rapid expansion against Arriva and more Titans were added to the fleet. These were mainly ex-Stagecoach examples.

In July 2005 GTL sold out to Stagecoach and the Titans were soon withdrawn but not without fanfare, Stagecoach arranged a final running day which was attended by T1 from London and some examples from the Lancashire operations. Over 13 years of Leyland Titan operation at Gillmoss had drawn to a close.

No 2122

Leyland Titan T122 (CUL 122V) was new to London Transport in December 1979 and allocated to Barking. The bus remained in the East London area, finishing its London service at Bow. By November 1994 it was placed in store at Fulwell and was quickly snapped up by MTL and headed north to Liverpool.

Unlike many other Titans purchased by MTL, T122 was sent straight to Edge Lane works where it was refurbished and single-doored, leaving the works with its new fleet No 2122, outshopped in the smart MTL red and cream livery with Merseybus fleetnames. No 2122 was based at Gillmoss garage, where it remained for all of its Merseyside service. Sometime around 1998, it was repainted in the same livery but with MTL North fleetnames applied.

No 2122 led a fairly uneventful life in Merseyside. In February 2000, along with the rest of the MTL fleet, the bus passed to Arriva, its MTL fleetnames being replaced by Arriva ones. The monopolies and mergers commission instructed Arriva to divest one of its Merseyside garages in the interest of competition

No 2122 keeps company with North West Vehicle Restoration Trust stablemate Alexander-bodied Leyland Olympian F238 YTJ, also in the care of James Rowlands. JAMES ROWLANDS

No 2122 in service on route 80B (Garston–Liverpool) on Boxing Day 2014. JAMES ROWLANDS

and Gillmoss was selected. Finally in July 2001, the Gillmoss operation was sold to former MTL director Dominic Brady and Glenvale Transport was formed. No 2122 becoming a GTL bus.

In January 2004, 2122 was purchased for preservation by Andy Barnes from Orpington who was keen to see one of the MTL examples saved. It had been bought for spares by West Kent Buses, and thus already saved from a one-way trip to Barnsley. Andy, who is well known on the South-East preservation scene, soon set about restoring No 2122 to her former glory, and some panel work and a repaint was completed by Nu Venture, which at the time was operating a fleet of Titans including some former MTL examples. The bus emerged immaculate in MTL livery.

The writer was fortunate to meet Andy and a new friendship was formed. No 2122 made a return trip to Merseyside in September 2008 and saw use at the Merseyside Transport Trust running day. No 2122 was a regular on the South East rally scene, rubbing shoulders with other preserved LT Titans including Andy's other example T1102.

A RETURN TO LIVERPOOL

In February 2011 Andy contacted the writer informing him that 2122 had suffered some vandalism, and asking him to take the bus as Andy was concerned the vandals would return. On a cold and miserable weekend



Karl Wilton, Jon Riley accompanied the writer on a trip to Kent to collect 2122 and return it north for continued preservation.

First stop on arrival was Arriva's Speke garage for a soap wash and mechanical inspection following its long drive north. Thanks to Derek Taylor, the bus was initially stored at Presidential Travel's premises in Kirkdale until suitable undercover storage was found. The writer is a founding trustee of The North West Vehicle Restoration Trust and thus 2122 moved to Kirkby later in 2011, where it is now based and an active member of the operational fleet.

Thanks to Arriva Bootle, 2122 was given a steam clean and a good scrub in the bodyshop, an open-top Olympian stored over the winter being used as a platform to get the grime off the roof and cove panels! Barry McDermott, who was

at the time fleet engineer at Arriva Speke, donated many obsolete spares, workshop manuals and body parts to assist with the on-going preservation of 2122. Barry and his team operated Titans in MTL times and have been a great help.

Dave Dawber who previously preserved immaculate T21 has kindly donated many spares to assist 2122 including the small window behind the driver, plated over in later MTL service. This was reinstated by the team at Kirkby. Dave is a font of knowledge of all things Titan and his help has been invaluable.

The bus is now restored in mid-1990s condition as a Gillmoss bus, original transfers and GM garage codes being applied. An original Gillmoss blind has been provided by Steve Yeo with inserts for NWVRT running day routes provided

in MTL style by Dean Brown at McKenna Brothers, a service which comes highly recommend.

Since returning to Merseyside, 2122 has attended most local rallies and events and was used in service on route 80B (Garston–Liverpool) on Boxing Day 2014, performing faultlessly through the thick snow later in the day.

No 2122 is, at this time, the only ex-MTL Titan on the road. However, 2148 (CUL 148V) is progressing well at the MTL facility at Burscough, and hopefully will be on the road soon, whilst 2424 (KYV 424X) is currently preserved locally, but not currently active on the rally. At the time of writing 2122 is having some winter jobs done, including the rebuilding of the floor where the middle door was and a repaint of seat frames and cab area, the work being carried out by NWVRT members Phil Cook and James Morgan. The services of Phill Blease at Phill's Autos are highly recommended, Phill has exceptional knowledge of Leyland buses and his help has been invaluable in keeping the writer's preserved fleet on the road.

No 2122 has been fortunate and survived against all odds. Thanks are due to everyone who has helped with its preservation including Andy Barnes, Karl Wilton, Derek Taylor, John Cherry, Steve Yeo, Mark Youdan, Rod Wilson, Phil Cook, Dave Dawber, James Morgan and Phill Blease.

The Titan's neat, tidy and business-like appearance is demonstrated to perfection. PHILIP LAMB

Rear view with its high –mounted radiator is unmistakable. PHILIP LAMB



BUSFLIX FILMS

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Titan Tribute



Top: Seen whilst still in London service with Stagecoach East London taking a turn on the 86 bound for Romford Station is T492 (KYV 492X). New in 1982, this bus was withdrawn in 1990 and transferred to Red & White the following year. Having passed to Stagecoach South Wales, the bus was sold to Blue Triangle, Rainham in 2006.

Centre: New in 1982 and seen some 13 years later in Leigh Park, Havant, the former T596 (NUW 596Y) has been pressed into service with Stagecoach Coastline, Havant still in London red. It was subsequently converted to single-door and in 1999 transferred to East Kent. In December 2002, the Titan was sold to Rennie of Dunfermline, only to return to Stagecoach ownership as a result of the takeover of the former by the latter. The bus was, however, quickly sold to Wigley (Carlton) for scrap.

Bottom left: Another Titan transferred to Stagecoach Coastline at Havant, ex-T198 (CUL 198V) is seen in service in full Stagecoach livery early the following year. New in 1980 this Titan arrived on the South Coast in September 1995, where it was to remain for three years before joining the East Kent fleet. After a year or so, the Titan was sold to Hardwicks, Carlton and converted to partial open-top before export to Greece and used on promotional work in Thessalonika. At some subsequent stage it seems to have swapped registration plates with T115.

Bottom right: Reading was the only municipal customer for the Titan taking 12 in. The final five Titans were initially used on Reading's 'Goldline' Reading-London service, mingling with South London-based London Buses Titans as it approached its terminus. Initially a Goldline vehicle, but seen here outside Reading station in January 1995 when allocated to normal service work is No 77 (RMO 77Y). This Titan later saw service with Mass Engineering in Trustline colours. Pictures: PHILIP LAMB





Seen at Victoria in 1994, the former T481 (KYV 48IX) wears the short-lived Atlas Bus livery route-branded for the 52/N52. New in 1982, this Titan was acquired by London Coaches for use on the 52/N52 in 1993 and repainted red and white and route-branded as seen here. In August 1994 operation was transferred to Atlas Bus, only to be taken over by Metrolink three months later upon the sale by London Coaches of the Atlas Bus operation. A number of periods on loan to Capital Citybus followed, before sale to Ensign Coach & Bus Sales (Rainham) in 1999, from where it was sold to Hams Travel.



G. K. Kinch of Mountsorrel was a Leicestershire coach operator with its roots in the early 1970s. Deregulation inspired Gilbert Kinch to move into local bus services, quickly building up a fleet of well-turned-out double-deckers and saloons. The mid-1990s saw the arrival of several Titans which looked exceedingly smart in Kinch's blue and yellow livery. Seen here in Leicester's St Margaret's in 1994, shortly after entering service are WYV 54T and KYV 342X. The former T54 (WYV 54T) had been new in 1979 and stayed with Kinch for three years until sale to Tunbridge Wells Borough Council with which it was used as mobile youth centre, remaining in this role until October 2010 when it passed to Volunteer Action Within Kent. Ex-T342 (KYV 342X) was sold in 1996 to Village Group Tours, Merseyside. Two years later Village was taken over by MTL North which in turn became part of Arriva Merseyside. T342 was withdrawn and sold for scrap in 2000.



A look at Midland Red's C5 coaches with NIGEL APPLEFORD.

The Birmingham & Midland Motor Omnibus Co (BMMO) was well known for its in-house built vehicles produced at its Carlyle Road Works.

With the opening of the M1 Motorway on 2 November 1959, BMMO introduced a Birmingham–London motorway express service. The company produced a new coach for the route, the CM5T. The C5 family, the first BMMO coach to have an entrance ahead of the front wheels, was already in production and would eventually include four variants, the C5 standard duty coach, the CM5T motorway coach, the CS5 coach which had higher power and different axle ratios (but no turbocharger) for relief express work, and the C5A bus.

By fitting a CAV Turbocharger to BMMO's own 8-litre diesel engine, the CM5T could reach a speed of over 80 mph. Although coaches at the time were

limited to 30 mph, there would (initially at least) be no upper limit on motorways. Extensive modifications were made to the C5 for this new service with regard to tyres, gearing, brakes, steering, fuel pump settings and fitting of an on-board chemical toilet. The coaches also sported new Leopard-skin upholstery. Auster hopper ventilation was fitted above the side windows and the coaches featured a new outward-opening door. Much time was spent at the MIRA test facility near Nuneaton making sure the coaches and their drivers could meet the demands of continuous motorway work.

The C5 was approximately 30ft x by 8ft with much use being made of fibreglass components, including the roof, to keep the weight down. The CM5T, with toilet could seat 34, other variants seated 37. The prototype C5 had flat

windcreens and a different rear end from the 64 production vehicles, problems with reflection led to the adoption of the distinctive 'lantern' windscreen on production coaches. Initially the motorway coach livery was BMMO red with a black roof and side destination boards. They soon earned the nickname 'Red Racers'.

The coaches proved excellent in service and lasted into the early 1970s although none long enough to receive National white livery, although some of the later CM6T 36ft coaches were so painted. Initially as so many arrivals were 'early', running times for the service were gradually reduced from 3hr 25min to 2hr 15min each way — many motorists in the 1960s were very surprised to be overtaken on the motorway by a red coach or two!

The fleet was fairly flexible in that some were later modified to CM5T specification, some later downgraded to CS5 or C5 specification, losing their turbochargers as did those used for bus work as a C5A. The C5As were built/rebuilt with an inward opening power door and a proper drivers cab although the extent of rebuilding varied between individual vehicles, some had single and others twin headlights. Although initially used with a conductor, the gangway width was a problem, so most were equipped for one-person-operation and allocated to lightly used routes — a very luxurious service bus for sure.

Above: **Two members of the C5 family are currently preserved. C5 No 4780 (780 GHA) is currently preserved by Roger Burdett of Coventry.**

FLEETLIST

ATLAS EDITIONS 1:76 Scale

Ref:	Identity:	Variant:	Released:	Certified run:
4655512	4805 (805 HHA)	CM5T	May 2011	n/a

BUDGIE TOYS 1:76 Scale

296	Not carried	CM5T	1963-1966	n/a
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CORGI MAJOR TOYS (approx. 1:67 Scale)

1120	Not carried	CM5T	1961-1963	n/a
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CORGI ORIGINAL OMNIBUS COMPANY 1:76 Scale

OM45501	4801 (801 HHA)	CM5T	Apr 2001	8,600	
OM45502	4819 819 HHA	C5	Apr 2001	5,000	Lichfield Speedway Supporters Club
OM45503	4780 (780 GHA)	C5	Apr 2001	5,000	
OM45504	4807 (807 HHA)	CM5T	Aug 2001	2,900	
OM45505	4833 (833 HHA)	C5A	Jun 2001	4,000	
OM45506	4800 (800 HHA)	C5	Jan 2003	2,200	
OM45507	4780 (780 GHA)	C5*	Apr 2003	1,000	Corgi OOC Club 2003 model
OM45508/1	4833 (833 HHA)	C5	Jun 2009	1,500 (combined)	Destination Birmingham
OM45508/2	4833 (833 HHA)	C5	Jun 2009	1,500 (combined)	Destination Worcester
OM99146-1/2	4826 (826 HHA)	C5	Mar 2004	2,600	Centenary Set with D9 bus

* white roof

Right: The first metal model of the C5MT was released by Corgi in its Major Toys range in 1961. Unusual (for the UK) in 1:67 scale, it was quite a pleasing model, although the standard Corgi wheels marked it out as a toy rather than serious model. A blue/cream variant was produced for the American market. The model had a short production life being discontinued after 1963. These two examples have been well used!



Above: As the Corgi model disappeared, so Budgie Toys, part of the Guiterman group of companies brought out a 1:76 scale metal model. Although it had glazing it had no interior. A pale blue with white roof 'Tour Bus' in Blue Line Sightseeing Co was produced for the American market, again the production run was short, from 1963-1966.



Above: Released simultaneously with 4801 in April 2001 were two other models; this example of C5 coach 4819 (819 HHA) was purchased after BMMO service by the Lichfield Speedway Supporters Club, which included BMMO staff within its membership. Reportedly the model has an incorrect front door. It must have been a very pleasant ride to away matches for club members! No 4819 would survive into preservation.



Above: August 2001 brought a further release of the CM5T variant, this time a model of 4807 (807 HHA). This release featured twin headlights and the side destination boards on a black roof. The white roof panel was added from about 1963 to assist with heat dissipation, the black roof causing complaints from passengers that the coaches were too warm in summer. The white panel was designed so as not to be visible from ground level.

Below: Fast forward to April 2001 and Corgi OOC released this model of CM5T 4801 (801 HHA). It was obviously aimed at the collector's market rather than the toy market as the earlier Major Toy. This particular model had single headlights.



Below: The third model released in April 2001 was a model of a C5 coach, the now preserved 4780 (780 GHA) on a tour to Llandudno. The model correctly has black roof, single headlights but no side destination boards. The real 4780 was used by Corgi for model measurements.



Below: Some C5s were rebuilt as buses and redesignated as C5As. If fitted, turbochargers were removed, an inward opening power door, driver's enclosure and ticket equipment being provided. Some had dual, some single headlamps, and although retaining 37 coach seats they had various trim. Not all were identical. A three-track number blind was fitted and the buses (mostly) received a coat of plain red paint with the current fleetname style. This OOC model of 4833 (833 HHA) was released in June 2001.





A further model (OM45506) of a C5 coach was released in January 2003. No 4800 (800 HHA) featured single headlamps and side destination boards for the Coventry-London motorway service. It retained a black roof.

MODELS

The CM5T surprisingly spurned a number of models, both in plastic and metal.

Although very limited geographically and by livery it was presumably deemed either exciting or it may have been felt that it may have had visitor to the UK interest? Many of the plastic toys came from overseas and some were quite large scale. Both Budgie and Corgi also released models of the CM5T in blue-based liveries in the USA.

The Corgi Major Toys model was the first serious release in an unusual (for the UK) 1:67 scale and was made for a very short time between 1961 and 1963. This consisted of a metal shell with a separate metal baseplate and a plastic interior with

clear glazed windows. It used Corgi's plain spun metal wheels which rather spoil it. Budgie Toys introduced a smaller (1:76) example in 1963, this again had a metal shell and baseplate with clear plastic glazing but no interior, its wheels were likely from a farmyard lorry in their range, making both of the models rather toy-like.

It wasn't until April 2001 that Corgi's Original Omnibus Company (OOC) released a new scale casting of the CM5T (rather than a toy). It was probably a very brave move by Corgi considering the limited geographical area of their operation, the limited choice of liveries and the fact that they had by then been out of service for 30 years. (Corgi did also release the D9

double-deck and a Southdown PD3/Northern Counties in similar circumstances but that's another story).

The model was well received and it did prove that Midland Red does have a considerable enthusiast following, OOC had also enabled variations to be made including the C5A bus. It was the usual cast body and chassis arrangement although it was held together with four screws rather than the pole/hole arrangement. The usual high standard of glazing, including the iconic lantern windscreen and a plastic interior completed a dimensionally very accurate and well-produced model. Detail and finish, including exterior mirrors (of the later pattern) complimented the model. The last OOC release was in June 2009, whether any more will follow under Hornby ownership is uncertain. It should also be noted that a later release (for Atlas Editions) appeared in May 2011.

Left: In March 2004, OOC released a Midland Red Centenary set consisting of C5A bus, 4826 (826 HHA) and D9 double-decker 5305 (6305 HA). The C5A sported a Wythall destination in recognition of the assistance provided by the Transport Museum located there.



The most recent release from OOC is another C5, 4833 (833 HHA), with twin headlamps and roof destination boards for the Birmingham-Worcester via Selly Oak service. The release featured dual destinations (Birmingham or Worcester) and was released in June 2009.



From 1967 black roofs gave way to maroon. In April 2003, OOC released another model of No 4780, this time with maroon roof and white roof panel. This was an OOC Collectors Club issue and not on general release.



Since June 2009, the only further release has been of a CM5T model on behalf of Atlas Editions for its Great British Buses series. The model, released in May 2011, was of 4805 (805 HHA). To remove the model from the plinth, one has to break the base, so I left it on there!



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Reg Number - VLT 59

Fleet Number - RM59

Route - fare 30p - SHOPLINKER

RRP: £37.50 – OUR PRICE: £31.88

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Bus & Coach**

Reg Number - GHV 63N

Fleet Number - DMS1063

Route – 40

Destination - VICTORIA

RRP: £39.95 – OUR PRICE: £33.96



**EFE 28825 London Transport
Leyland Titan Prototype 2 Door**

Reg Number - BCK 706R

Fleet Number - N/A

Route – 024

Destination – VICTORIA

RRP: £39.95 – OUR PRICE: £33.96



POSTAGE £3 PER MODEL (£3.50 FOR 2, £4 UP TO 4)

The last Leyland Titan to leave service has some reassuring alterations to its interior notices, and NICK LARKIN serves up a big helping of Salford nostalgia!

NOSTALGIC NOTICES

While we would never normally condone vandalism or graffiti in any form, we couldn't help feel nostalgic over some subtle alterations to notices inside the last-known Leyland Titan to remain in normal service, as seen at Nu-Venture's excellent running day tribute marking the end of step-entrance buses.

The New Year's Eve Chatham-based extravaganza, as reported elsewhere in this issue, starred Nu-Venture's final Titan from more than 40 which had passed through the operator's hands. A907 SYE was superbly outshopped in Nu-Venture's green livery, but apart from being in single-door form retains just about all its London features.

Hang on though, it wouldn't seem right, unless passengers (or possibly depot staff) with a sense of humour have made a change to the notice originally pointing out the '3 SEATS' available on the right-hand side of the bus immediately behind the cab.

Yes, as with every Titan we have ever seen the work has been done: '3 SEATS' being carefully changed to '3 FATS.' What's more, the 'not' in the 'do not' list warning passengers

against speaking to the driver and distracting his attention while the bus is moving, leaving luggage in the gangway etc had also been removed.

However if the 'FATS' alteration had originally been only seen on one bus and people started rapidly doing it to others would there have been a 'FATS' Domino effect?



DO NOT
Speak to the driver or distract his
attention when the bus is moving.
Leave luggage in the gangway.
Stand forward of this notice while
the bus is moving.

In the interests of
passenger safety, drivers
have been instructed not
to open doors other
than at bus stops.



FRENCH FANCY

A fine line-up of vehicles with their owners/drivers/mechanics in this original c1920 promotional postcard. We're not sure if P. Dumonceau and J. Chanut operated buses together, individually or was it an AI Buses-type consortium at Belleville-sur-Rhône in eastern France? We tried getting in touch by phoning 68 but no-one answered. Wonder why the wheel is so prominent in the centre of the picture?



RM MYSTERY EXPLAINED

Thanks to everyone, and there were many of you, who got in touch following our piece on the mystery Routemaster in February's 'Off Route'.

John Manvers, who tells us he has enjoyed *B&CP* since the first issue (thanks for your support, John!) tells us that the bus was RMI in its original condition presumably at its Press Launch in 1954. 'When built it had only single destination boxes front and rear with the strip display above the platform'.

John adds: 'Before RMI entered service in February 1956, it had received the destination

displays and other modifications with which we are so familiar. You will note that a nearside fuel tank was carried as on the RT-types whereas on the production RMs it was on the offside!'

Pete Foster adds, 'One can just make out the unique bonnet detail at the front and also the odd rear lamp treatment, which looks to be rather prone to damage on the platform. There are a

couple of pictures in Michael H. C. Baker's book, *London Transport the 1930s to the 1950s*, which also shows RMI with the same rear lamp treatment, but as it's an end-on shot you can't see the destination panel over the platform, but it does show the rear indicator arrows, which are blanked over in the magazine picture.

There is a front, offside picture in the same book, which also shows the lack of wheel covers and front wheel-nut guards. Hope this helps solve the mystery!'





SALFORD DAYS I

This has to be one of the most evocative bus photos ever, featuring a 1948 Salford City Transport all-Leyland PDI in green and cream — note the wonderful municipal crest between decks. A later Manchester Burlingham-bodied Leyland follows behind. Dank sooty rain, smoke blackened buildings, mother and daughter struggling against the downpour with only a cheap Empire-made 'brolley' for protection and the matriarch on the right of the picture who makes Ena Sharples seem like Grace Kelly marching forwards to the shops and not giving a stuff. 'I'll na stay in forra drop o'rain like some fancy woman. Two barm cakes and a bottle of Sterra please.' All against a backdrop of two throbbing Leyland engines. Phew!



SALFORD DAYS 2

You can almost smell and taste the cold rain and dark puddles in this not photographically magnificent but still wonderfully atmospheric shot. There's a caption on the back written in blue fountain pen and proclaiming '15 September 1958 Salford City Transport Daimler CV No 367' and continuing in pencil 'on Manchester route at Warrington. Is this true? Sadly the photographer didn't leave his name on the picture.

The bus is one of a more than 200 Daimler CVG6 with either MCCW or Burlingham bodywork bought by Salford between 1950 and 1952, taking fleet Nos 351-560.

A few survived into SELNEC PTE days when, with their high radiators and traditional green and cream livery, they must have rather contrasted with new orange and white Leyland Atlanteans!

SALFORD DAYS 3

We are advised this notice is a Salford edict. Wouldn't the passengers underneath all the other two layers of people have got squashed?



EXHAUST GASSING

But will it work on AEC engines? Good to see a Routemaster featured in this advertisement for Twintec Baumot emissions control equipment.



MAGIC BUS

Maybe this will spread a bit of warmth into a cold February. Is this a Chevrolet featured here on the cover of this magnificent three CD album of hits? Sadly 'The Who' isn't performing 'Magic Bus'. The catalogue number is Universal 5370209.

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1968 AEC Reliance/Duple Commander III JRV 500F AEC 505, 51-seater. New to Byngs Coaches of Portsmouth & Southsea. Full Cobus restoration two years ago. Class 6 MoT (Can be class 5 if needed). Other vehicles also available. £POA Call Wesley on 07773 690 690



Rare 1985 Leyland Tiger TL II Duple Caribbean. 53 seats (Preserved). Original moquette. Excellent condition for age. Runs well, garaged and stored — no current MOT. £3,500 (07751 521867 OR Judithpoole79@gmail.com)



1989 DAF MB 230/van Hool Alizee 51 seats centre toilet. Runs well. 6-speed splitter gearbox. All in good order. In service until last year and now garaged and stored, so no current MoT. (pic Billy Brayford) £6000 07751521867 - Judithpoole79@gmail.com



1979 Leyland Atlantean/Alexander. Unfinished restoration project. Ex-Portsmouth UOR 320T and ex Isle of Man Transport. Mechanically complete and runs well. Much of the chassis sandblasted and painted with new brake chambers fitted. Many spare parts included. £1,000 ono. Tel Thurstan on 07624 479803.



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1984 Leyland Tiger, Plaxton body converted to carry race car, good strong TL11 engine and gearbox. MoT until August 2017, sold for spares or restoration. OIRO £1,000. Contact Nick 07921 886414



1969 Bristol RE/ECW coach, 38 seats and 7 tables. Painted in Midland coach livery. Has just passed MoT, and been serviced. Has slight damage on rear bumper £8,500 Call Kevin n 07584166714



1960 Aldershot & District AEC Reliance XHO 370 for sale. 5-speed gearbox and Weymann 40-seat body. In running order, but engine oil leak and radiator overheating require attention. Current owners prefer bus goes for further preservation only. Serious interest and offers 01489 589020 or johnsherwin.97@gmail.com.

1994 Volvo Olympian/Alexander body. Currently stored off road and in need of tax. New MOT. £8,000. Please telephone Matt on 07938 519649



1972 Dundee Corporation Daimler Fleetline for sale Dual-door Alexander body and long-wheelbase chassis. This is a rare chance to buy one of only six known surviving buses new to Dundee Corporation. It has never left the local area and retains many original features with semi-automatic gearbox and Gardner 6LXB engine. A substantial amount of work has already been carried out on the bus which is stored securely under cover, but further work will need to be completed before it can be removed. Reluctantly offered for sale as an ongoing restoration project following the sudden sad death of main team member. More information and pictures can be found at www.tayway.com or email bus@tayway.com. Serious enquiries only please.



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Bedford J2/Plaxton Embassy 8ft-wide complete front end below windscreen. Grille, right/left corners, sides good condition £450 call C Rischer 07961 431089



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01291 689361

E-mail Bob at The Classic Bus Centre:
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magazines free but must collect. Call
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'Provincial in Grimsby' Sixty-two
pages of text with black and white photos, this new A5 book is
the result of many years of research by the main author, Stewart
Brett. The majority of the photos have never been published before.
Although specifically about the tramway operations in Grimsby,
there is reference to Gosport when vehicles were transferred. This
comprehensive fleet history is available from the shop on our website:
www.provincialsociety.org

Buses magazine: November 1988, September 1989, Volume 42 1990
(except for January and December) and the whole of Volume 43 —
£1 each or £20 the lot. Contact B.E. Lunt at 07813 615177 Mondays
from 12:30, Tuesday mornings and early afternoons (or evenings
if preferable) Wednesdays all day and anytime Friday. I can also be
contacted at BarLnt@aol.com. Sensible questions only please.



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Leyland Tiger penknife. This was presented by Leyland to only a very few people who either worked on or bought Tiger chassis. I have never seen another one for sale. £30 including postage; **Unused Renault bus chassis key ring**, heavy type in really nice unused condition. £15 including postage. Also bus badges for sale, ring and ask; **Genuine Leyland Tiger key ring**, enamel on leather, made for Leyland by one of the best makers. this is an extremely rare new unused 1950/60 Leyland item and is in MINT condition. £50 including postage; **Genuine Leyland bus key ring** in good, hardly used condition. These are getting rare now that Leyland and the company who made these for Leyland have both stopped trading some years ago. £28 including postage. Call Alan 01872 575140

Bus triple disc holder in excellent condition, complete with glass lenses, heavy duty type — £30 including postage. Call Alan 01872 575140

MTL North destination blind from Green Lane garage: £10. Contact B.E. Lunt at 07813 615177 Mondays from 12:30, Tuesday mornings and early afternoons (or evenings if preferable) Wednesdays all day and anytime Friday. I can also be contacted via e-mail at: BarLnt@aol.com.

Many vehicle and operator badges, too many to list here and more than on picture. For a complete list please contact Jim Sambrooks, 55, Silverwood House, Doncaster, Yorkshire. DN1 3RN, jimsambrooks@hotmail.com or phone 01302 320753 and leave a message.



Lapel Badges. Button hole fitting: AEC, Bedford Drivers Club, RAC. Pin fitting: Leyland, Albion, BMC drivers club, Commer, Standard. All £10 each including postage. Also large National Benzole cap badge, £15. BP lapel badge £15. Call Ken on 01262 678755

EVENTS

EVENT ORGANISERS: Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbuses2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

SATURDAY 11 FEBRUARY

Staines Transport Collectors Fair. The Hythe Centre, Thorpe Road, Staines TW18 3HD. 10.30-15.30. Admission £3. Free Vintage Bus Service between Staines Railway Station and The Hythe Centre. Collectables for Bus, Tram, Trolleybus, Railway and Underground enthusiasts for sale on the day. Refreshments available. Details: Julian Bowden, 07932 812268

Enfield Transport Bazaar, St. Paul's Centre, 102 Church Street, Enfield EN2 6AR. Junction of Church Street, Chase Side and Windmill Hill in the heart of Enfield Town, just two minutes' walk from Enfield Chase Station (Great Northern Hertford North line) or ten minutes from Enfield Town Station (London Overground). All buses serving Enfield Town stop within five minutes' walk. Features up to forty stalls selling all kinds of transport books, photo's, DVD's, maps, timetables, tickets and other memorabilia. Bazaar open 11.00-14.30. Admission £3 (acc. children free). For further information, please send SSAE to: NLETE, 8, The Rowans, Palmers Green, NI3 5AD or e-mail: nleevents@outlook.com

SATURDAY 25 FEBRUARY

Shoreham Transport Fair. The Shoreham Centre, Pond Road, Shoreham-by-Sea BN43 5WU. 10.30-15.30. Admission: £1.50 adults, accompanying children under 16 free. The 2nd event at The Shoreham Centre located just a few minutes walk from Shoreham Town Centre where buses Stagecoach Coastliner 700 and Brighton and Hove No 2 both stop. Shoreham Railway Station with services from London, Brighton, Worthing and Portsmouth is about a 5 minutes walk from the venue. Parking is available in the Pay and Display Car Park or free in some of the surrounding streets. Dealers selling a wide selection of Models, Books, Magazines, Photographs, Timetables, Video's, DVD's and other memorabilia will be attending. For further information please send an e-mail to: mark@southernbusevents.co.uk

SUNDAY 26 FEBRUARY

Swansea Bus Museum Running Day SAI Business Park, Langdon Road (East), Port Tennant, Swansea SA1 8QY. Come and ride on our wide range of buses as well as visiting exhibits. As usual there'll be trade stalls and refreshments provided. Free parking is available at the Fabian Way Park & Ride site with a free shuttle bus service to the museum. Further information can be obtained via www.swanseabusmuseum.com, www.facebook.com/swanseabusmuseum or contact us via e-mail: info@swtbusgroup.org.uk

SUNDAY 5 MARCH

Cosham, Portsmouth. Spring Transport Fair. Community Centre, Wootton Street, , Cosham, Portsmouth PO6 3AP. Open 10.00-15.30, admission £1.50. Stalls, free bus rides and light refreshments. Display by local area Model Bus Federation members. Close to Cosham Railway Station and convenient for A3/M27. Enquiries: vtransportgroup@btinternet.com

St. Helens. North West Museum of Road Transport Heritage Bus Running Day. Museum open 10.00-16.00. Enjoy free rides around St Helens on buses from former Municipal and Council owned operators. There will be trade stalls and light refreshments available in the museum, Museum is near to St Helens Central rail and bus stations Free car parking can be found nearby. Buses and services are subject to availability. Normal admission charge to the museum will apply. Further information is available by contacting Clive Arnold: e-mail: clive@nwmort.co.uk or see our website: www.nwmort.co.uk or Tel: 01744 451681. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU.

STAINES TRANSPORT COLLECTORS FAIR

SATURDAY 11th FEBRUARY 2017

10.30AM - 3.30PM

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Collectables for Bus, Tram, Trolleybus, Railway and Underground enthusiasts. **Now in its 12th year!**

Enquiries for this event to:
Julian Bowden, 21 Forde Avenue, Bromley, BR1 3EU
(SAE please). Mob: 07932 812268

SHOREHAM TRANSPORT FAIR

SATURDAY 25th FEBRUARY 2017

10.30AM - 3.30PM

THE SHOREHAM CENTRE
2 POND ROAD, SHOREHAM, BN43 5WU

For further information visit:
www.southernbusevents.co.uk

ALDRIDGE TRANSPORT MUSEUM 2017

BUSES BY NIGHT

SATURDAY 18th FEBRUARY

14:00 TO 20:00



MODELS IN THE MUSEUM

SUNDAY 26th MARCH

10:00 TO 16:00



SPRING RUNNING DAY

SUNDAY 23rd APRIL

10:00 TO 16:00



Free Buses from Walsall - opposite the bus station

Departs Walsall (Hatherton Road) 10:20 and every 30 minutes to 16:20
(For Walsall departures for February and other updates,
see our website & Facebook page)

Aston Manor Road Transport Museum

Shenstone Drive, Off Northgate, Aldridge, Walsall WS9 8TP

Event Admission £5 adult, £2 child, £13 family

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Sunday 18th June 2017

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Steam train rides connecting with preserved buses at all stations

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www.chesterfield123.org.uk | www.transpirebus.org

14, Whiting Mews, Holland Road, Old Whittington, Chesterfield, S41 9HF

FRIDAY 10 – SUNDAY 12 MARCH

Victoria Coach Station 85th Anniversary Coach Festival -

organised by Transport for London with support from the Thames Valley & Great Western Omnibus Trust. Details from: Colin Billington, Ledger Farm, Forest Green Road, Fifield, Maidenhead, Berks, SL6 2NR, phone: 07990 505373, email: enquiries@tvagwot.org.uk website: www.tvagwot.org.uk for entry forms and details of programme availability before the event.

SATURDAY 1 APRIL

South East Bus Festival, Kent Showground, on A249 at Detling, near Maidstone, Kent. 10.00–16.00. Full details are shown at: www.arrivabus.co.uk/south-east-bus-festival with regular updates on the event's Facebook page at: www.facebook.com/southeastbusfestival. Heritage Transport Show information: www.kentshowground.co.uk/heritagetransport-show.



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North West Museum of Road Transport St. Helens



Spring Running Day

Sunday 5 March 2017 10am to 4pm

Free heritage bus rides around St. Helens
Link bus to Rainhill Model Railway Club Exhibition
Bus connection with trains at Lea Green station
Trade stalls and light refreshments in the Museum
Museum near to St. Helens Central railway and bus stations
Information from Clive Arnold: email clive@nwmort.co.uk

Free car parking nearby. Buses and services subject to availability. Normal admission charge to the museum.

**North West
Museum of Road Transport**

www.nwmort.co.uk

The Old Bus Depot
51 Hall Street
St. Helens
Merseyside
WA10 1DU
Tel: 01744 451681

DEWSBURY BUS MUSEUM



SPRING OPEN DAY

Sunday 12th March 2017

10.30 am - 4.30 pm

* Free shuttle service from Dewsbury Town Centre *

* Mystery Tours * Trade stalls * Tombola *

* Mad Mile Thrash * Bus Museum Café *

Admission only £3.00 - includes souvenir programme containing bus timetables and vehicle allocation.

You can order your programme in advance by post

Full details will be posted on our website:

www.dewsburybusmuseum.co.uk

Other events in 2017 include our
SUMMER SPECTACULAR on SUNDAY 13th AUGUST
and our
AUTUMN OPEN DAY on SUNDAY 19th NOVEMBER.

Tel/fax: 0844 504 0089

Postal address: 47E Dale Street, Ossett, WF5 9HE
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April 9th

9am to 5pm



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Spring Gathering welcomes all buses and coaches, and especially this year vehicles where you pay on entry. Experiments began long before one person operation, and there will be an exhibition showing the history.

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Bring the family. They can enjoy free bus rides, see Punch & Judy, and Professor Crump.

Come by car and use the free Park & Ride, By train, bus route 462 runs to & from Weybridge Station.

Adult £13.00, Child £7.00, Senior/Students £11.00, Family £34.00, LBM/BMT members £2

25th June 2017

London Buses Summer

Enjoy the buses, incl Horse bus, & entertainment.

22nd October 2017

Transportfest

Featuring "Service Vehicles and Commercial Vans"

Normal Brooklands Museum entry prices apply to all events except Spring Gathering. (subject to change during 2017)
Adult £11.00, Child £6.00, Senior/Students £10.00, Family £30.00, LBM/BMT members free. Join on the day & get free entry.

London Bus Preservation Trust Ltd, Brooklands Road, Weybridge, Surrey. KT13 0QS

Registered Charity No. 1053383

londonbusmuseum.com

Telephone 01932 837994

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TRANSPORT FESTIVAL

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photo by kind permission M Dryhurst

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Parking at Museum limited to 'blue badge' holders and visiting classic vehicles. (**please contact in advance if bringing a bus / coach / HGV.**)

Stallholder enquiries welcome.

Lincolnshire Road Transport Museum, Whisby Rd,
North Hykeham, LINCOLN LN6 3QT 01522 500566

www.lvvs.org.uk

info@lvvs.org.uk

@LincsRTM on Facebook, Instagram, Twitter



BODAFON FIELDS

Llandudno, North Wales, LL30 3BW

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29th April – 1st May 2017

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Sunday/Monday Street Parades

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and also a Shuttle Bus Service to Town

ADMISSION Car Park £2 | Adults £6.00
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For further information

SAE to Llandudno Transport Festival
48 Church Road, Rhos-on-Sea, Colwyn Bay,
Conwy County, LL28 4YS

e-mail: info@llantransfest.co.uk

www.llantransfest.co.uk

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Sunday 4th June 2017 9.30am till 5.00pm

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Timetable & Event Guide will be available for only £4.00

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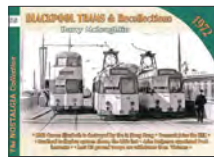
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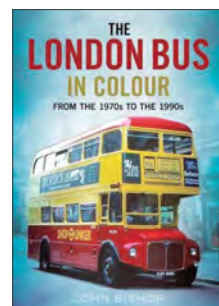
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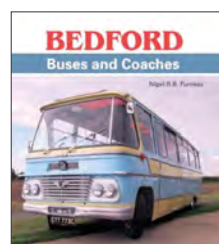
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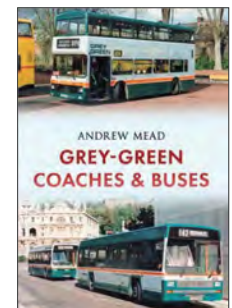


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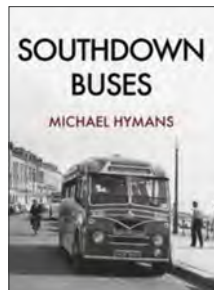
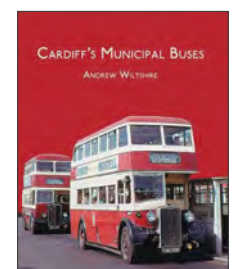


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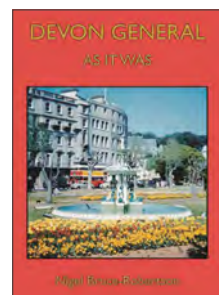
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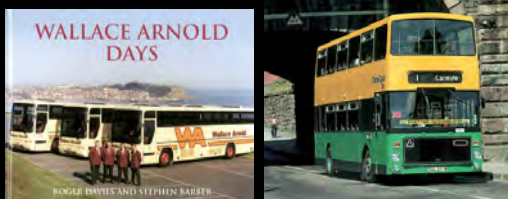
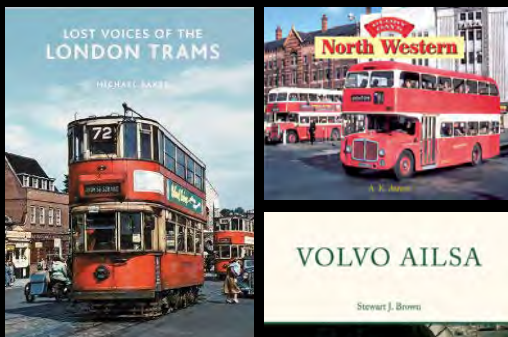
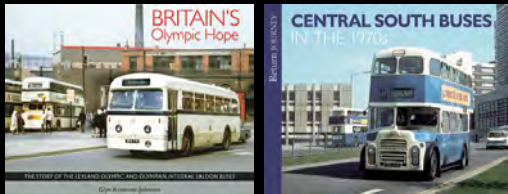
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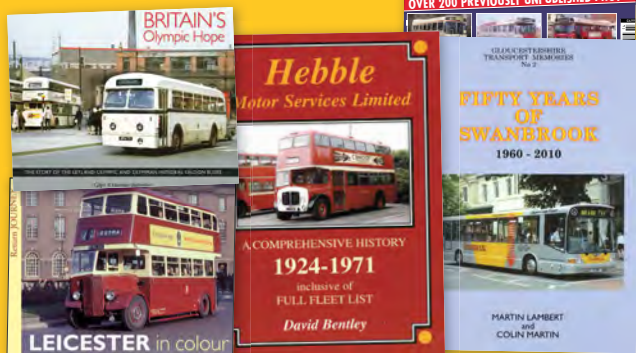
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